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No. 19,468. 第一萬九千四百六十八號 日一十月九年申庚 HONGKONG, FRIDAY, OCTOBER 22ND, 1920. 五拜禮 號二廿月十年九國民華中 PRICE, $3 PER MONTH.

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G. MOUSSION,

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TIME-TABLE.

WEEK DAYS

7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 9.30 " " 10 "
9.30 " " 11.00 " " 15 "
11.30 " " 12.30 p.m. " " 15 "
12.30 p.m. " 2.30 " " 10 "
2.30 " " 5.00 " " 15 "
5.00 " " 8.10 " " 10 "

NIGHT CARS

8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAYS

Extra Car—12 midnight.

SUNDAYS

7.30 a.m.
6.00 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 "
11.30 " " 12.00 noon " 15 "
12.00 noon " 1.00 p.m. " 10 "
1.00 p.m. " 5.30 " " 15 "
5.30 " " 6.00 " " 10 "
6.00 " " 6.30 " " 15 "
6.30 " " 8.10 " " 10 "

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As on Week Days.

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KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 2 A Local.	No. 4 Through Express.	No. 7 Local.	No. 8 Through Slow.	No. 11 Local.	No. 13 Through Express.	No. 17 Local.	No. 19 Local.	No. 21 Local.
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau) dep.		7.30		8.35		2.20			
SHEK LUNG — arr.		9.20		11.07		4.05			
— dep.		9.44		11.17		4.50			
Shum Chun — arr.		10.25		2.00		5.40			
— dep.	7.37	10.30	8.10	4.30	11.46	5.55	5.00*	5.04	6.11
Sheungshui — dep.	7.53	—	8.19	4.37	11.51	—	5.08	5.10	6.17
Fanling — dep.	7.57	—	8.21	4.43	11.55	—	5.10	5.15	6.21
Taipo Market — dep.	7.46	—	8.32	4.54	12.08	—	5.21	5.26	6.32
Taipo — dep.	7.51	—	8.37	5.00	12.03	—	5.27	5.32	6.38
Shatin — dep.	8.01	—	8.50	5.11	12.33	—	5.36	5.41	6.48
Yaumati — dep.	8.17	—	9.04	5.30	12.38	—	5.53	5.58	7.05
Hunghom — dep.	8.23	—	9.10	5.36	12.47	—	5.59	6.03	7.13
KOWLOON — arr.	8.28	11.10	9.15	5.39	12.54	7.35	6.05	6.07	7.19

UP TRAINS

Stations	No. 6 Local.	No. 9 Through Express.	No. 8 Through Slow.	No. 10 Local.	No. 14 Local	No. 16 Local	*No. 18 Through Express.	No. 23 Local	No. 25 Local.
	a.m.	a.m.	a.m.	a.m.		p.m.	p.m.	p.m.	p.m.
Last Ferry leave — H.K.	6.25	7.55	8.25	10.15	11.45 a.m.	1.05	1.20	4.35	5.05
KOWLOON — dep.	6.46	8.10	8.20	10.35	12.05 p.m.	1.15	2.15	5.55	5.35
Hunghom — dep.	6.50	—	8.25	10.37	12.06	1.22	—	5.58	5.39
Yaumati — dep.	6.57	—	8.32	10.43	12.09	1.25	—	6.03	5.56
Shatin — dep.	7.09	—	8.45	10.56	12.22	1.40	—	6.14	6.07
Taipo — dep.	7.23	—	10.00	11.09	12.35	1.53	—	6.28	7.01
Taipo Market — dep.	7.28	—	10.07	11.13	12.39	1.57	—	6.31	7.06
Fanling — dep.	7.37	—	10.19	11.23	12.47	2.07	—	6.41	7.15
Sheungshui — dep.	7.41	—	10.23	11.27	12.50	2.11	—	6.45	7.19
Shum Chun — arr.	7.46	8.40	10.28	11.32	12.55	2.16	2.57	6.50	7.24
— dep.	—	8.58	10.50	—	—	—	3.02	—	—
SHEKLUNG — arr.	—	10.22	1.23	—	—	—	—	—	—
— dep.	—	10.40	2.15	—	—	—	—	—	—
CANTON (Tai Sha Tau) arr	—	11.30	3.10	—	—	—	5.45	—	—

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

		a.m.	a.m.	p.m.	p.m.			a.m.	a.m.	p.m.	p.m.
Fanling	dep.	8.50	12.00	2.20	6.00	Shatankok	dep.	7.05	10.20	1.05	5.00
Shatankok	arr.	9.45	12.55	3.15	6.55	Fanling	arr.	8.00	11.15	2.00	5.55

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TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1	Dock No. 2	Dock No. 3
Length on Keel Blocks	510 feet	350 feet	714 feet
Width of Entrance on bottom	77 "	53 "	82 "
Water on Blocks at Spring Tide	28 "	24 "	34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

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	No. 1	No. 2	No. 3
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Max. Length of Ship taken	450 feet	520 feet	470 feet
Max. Breadth of Ship taken	56 "	68 "	66 "
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Floating Crane of 40 tons weight, besides 100 Tripod Cranes

HIKOSHIMA WORKS (Near Shimonoseki).

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Length on Keel	363 feet 0 inch.
Breadth at Entrance on bottom	56 " 0 "
Depth of Water on Blocks at Spring Tide	25 " 0 "

Floating Crane capable of lifting 30 tons weight.

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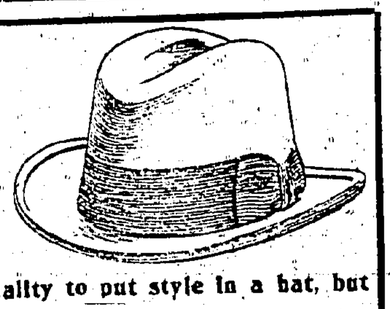

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[1564

CALCUTTA'S RICHES.

ENORMOUS WAR PROFITS.

INDIA'S PULP WOOD.

The Calcutta correspondent of the London *Morning Post* writes:—

In Calcutta, the chief legacy of the war was a large fund of capital—amounting at least to £300,000,000 or £400,000,000—seeking industrial investment. The fund had accrued from war and post-war profits on manufactured jute, hides, iron and steel, cotton yarn and piece goods, paper, building materials, engineering processes, and so forth. Calcutta had no excess profits tax until after the struggle was over. Those who could not, or did not, take any part in the fighting made the most of their opportunity.

The most interesting result has been an extraordinary boom in company promotion, the Stock Exchange list of miscellaneous industrial activities, comprising everything from soap and biscuits to locomotive and steel rail factories, has expanded from some 30 to some 200. At the same time, a large amount of new capital has gone back into the older jute, coal, and cotton activities. Yet another factor in the new industrial boom has been the appearance in Calcutta of some of the leading British firms, driven to seek not merely new markets, but new manufacturing centres for their processes by the high costs of production at home.

PULP RESOURCES.

Messrs. Thomas Nelson and Sons and the chief proprietor of one of your leading London contemporaries are in the field in the hope of exploiting India's pulp resources. A large combine of leading steel-producing firms of the United Kingdom is busily acquiring sites on the Hooghly for the manufacture of heavy engineering plant, and, ultimately, it is said, for the purposes of shipbuilding. Messrs. Crosse and Blackwell contemplate the erection of a jam and pickle factory near Calcutta. Messrs. Selfridge and the proprietors of the Ritz Hotel are credited with the intention of bridging the lacunæ—and they are considerable—in Calcutta's hotel accommodation.

For the most part this industrial activity is, I think, perfectly sound. The resources of India, and more especially of the area which constituted the old province of Bengal, are limitless. On the west and south-west of Calcutta iron and coal exist in the same contiguity as in Lancashire, and numerous other minerals are already being exploited in that region on commercial lines. An official high in the Geological Survey assures me that, given capital, the development of the district of Singhbhum in the next thirty year should rival that of Pennsylvania or Westphalia during their great period of industrial expansion.

DEMAND FOR HOUSES.

This industrial revolution, which promises so well provided there exists in India a Government able and willing to ensure security, has not been without its effect on Calcutta's social life. Well over a thousand ex-officers have been absorbed by the Calcutta commercial houses, old and new, since the Armistice. Even a returned Calcutta resident who has been absent but a few months stands amazed at the dense stream of motor traffic in the principal streets. The clubs are filling up to the point of congestion, and the house problem has become prodigious. During the next cold weather there are to be one or two camps on the open spaces in and near Calcutta, and each tent will represent a household which has found itself utterly unable to secure housing accommodation. Unfortunately the directions in which Calcutta can expand are extremely limited, but the era of the house-builder has certainly arrived. A fortune awaits the contractor who can get houses up quickly, and the same applies to the successful organiser of new means of transport such as motor-buses.

IMPROVED TANKS.

PROGRESS WITH THE NEW ARM.

Whatever hopes may be centred in the League of Nations as an insurance against future wars, almost every nation has been engaged since the Armistice in experimenting with a view to developing and improving weapons of war generally (says a *Times'* correspondent).

The most important experiments have been directed towards the development of the Tank. The French and the Americans, it is believed, have achieved very important results in this direction. British Tank experts have not been idle, and, although the greatest secrecy has necessarily been maintained, there is every reason to believe that they are highly satisfied with the progress made.

At Wool, in Dorset, the Tank Corps has an excellent experimental ground, but it has the disadvantage of having no other troops stationed in its vicinity. Combined operations, therefore, cannot be carried out. The military authorities are believed to be fully alive to this disadvantage, and it is thought that very shortly, as the end of the training season is approaching, a number of Tanks will be moved to one of the chief training centres, either Salisbury Plain or Aldershot, with a view to a small scheme of combined operations, in which the Royal Air Force, the Tanks, artillery, and infantry will all take part. It is to be hoped, however, that if these operations take place, some cavalry also will be able to participate, since it is of the utmost importance to have some light thrown on the question to what extent Tanks can take the place of cavalry.

IF THE BRITISH WITHDREW!

TOO MUCH FOR IRELAND TO CONTEMPLATE.

It is not easy to gauge the sincerity of the support accorded to the Republican movement, simply because nobody dare express political opinion when it exposes him to assassination (writes the *Daily Express* special correspondent from Dublin).

The country is under the rule of terrorism, and there is no doubt that the British Government cannot protect its own supporters, not because everybody loves the Republic, but because every one fears it. This appears to be a racial trait rather than any new factor, for Government concessions are misunderstood and taken as signs of weakness, and Government firmness puts new heart into the loyalists and all decent people.

Whichever side may have the balance of sympathy, there is no doubt that the side which looks like winning musters most adherents. Sporadic outbreaks of sorely goaded soldiery have occurred after particularly atrocious murders. These are taken as reprisals, and where any doctrinaire intellectual would tell you that they were foredoomed to be useless, the fact remains that they are not.

POCKET MONEY.

Where no information could be obtained before, information now comes in. This is a country of paradoxes, for you can apparently be an enthusiastic Sinn Feiner in politics and pray the British Government to knock some sense into the place all at one and the same time. There is a wide gap between theory and practice.

It is a sine qua non with good Republicans, for instance, that England withdraws her hated army from the sacred soil of Eirau. Put this to a prosperous tradesman or farmer in a practical way thus. You have fifty thousand oppressors spending about ten shillings a week apiece in this country. That is mere pocket money, but it adds up about a million and a quarter pounds a year.

Then there are all the big purchases of food, fodder, local stores, and all sorts of things. In fact, the Army of Occupation is worth at least three or four million pounds to Ireland. No sensible man wants it to go away.

In the same way, what would happen to Dublin's own prosperity if there were an adverse tariff on Jacob's biscuits and Guinness' stout? Britain could strangle the Republic in a month.

It is high time that the intellectuals who are running the Sinn Fein business paid some attention to economics. Shopkeepers and traders, farmers, and other people who have some real stake in the country are beginning to wake up, and though they dare not say so they want Sinn Fein shut up and a return to the academic discussions on Home Rule and self-government without absolute separation from the Empire.

PARTING OF THE WAYS.

When the Home Rule Bill comes into operation, Sinn Fein is at the parting of the ways. If they refuse to vote, Irish Labour may not. In any case, the country is so intimidated that it will be no easy matter to secure a fair ballot. Democratic institutions and pistol rule do not harmonise.

Since the failure of all efforts to achieve peace all moderate opinion agrees that whatever the past, all future moral responsibility for the state of the country rests with the leaders of the Republican movement.

They presumably have it in their power to lift the shadow of the gallows that hangs over their fanatical followers. Bad as the state of Ireland is to-day, it is not hopeless. It will require effort and stern tactics, but Law and Order can still be restored.

TUBERCULOSIS IN JAPAN.

MORE PREVALENT THAN IN ANY OTHER COUNTRY.

Japan has more tuberculosis in proportion to its population than any other country in the world, according to a statement made by Dr. Kanasugi, one of the leading Japanese physicians, to the *Hochi*. The educational system is largely to blame, he says.

"There is a peculiar state of affairs in Japan," says Dr. Kanasugi, "for here old men are unusually hale and tend to live to a ripe old age, while the death rate for children and young people is constantly mounting. Although the new generations have gained in height as compared with their fathers they have lost in hardiness. A comparison of the army conscripts of ten years ago with those of to-day shows that those of a decade ago were much more sturdy than those of to-day. The conscripts of to-day are remarkable for the prevalence of tuberculosis, other lung trouble, bad eyesight and nervous depression.

"For this condition our educational system is largely to blame. Up to 13 years ago Japan ranked among the countries which had the least tuberculosis, but to-day it is generally agreed that Japan has more tuberculosis than any other country in proportion to population.

"The primary cause of the prevalence of tuberculosis in Japan, I think, is the indifference of the people to this disease, which means that they take no preventive measures against it. In some European countries tuberculosis is fought with all the wealth and knowledge available. Twenty-four years ago America was the worst country in the world in regard to tuberculosis. At that time the Americans were resigned to the belief that tuberculosis was a disease for which there was no cure. But it was discovered that the disease could be cured. Among the Americans who took a great interest in combating tuberculosis the late President Roosevelt was prominent. He formed the Tuberculosis Prevention Association with such millionaires as Carnegie, Rockfeller and Morgan on the board of directors, and contributed greatly to the task of raising America to her present position, where she can rightfully claim to have less tuberculosis than any other country in the world."

EYES RIGHT!

MORE SPECTACLES BUT BETTER EYESIGHT.

Charles Hyatt-Woolf, F.R.P.S., F.R.S.L., editor, the Optician and Scientific Instrument Maker, writes in a home paper:—

An impression exists that vision is not so good as it was a generation ago. There are no data to confirm this. The fact is that more people are wearing spectacles and eyeglasses, and this has probably created the notion about a greater prevalence of impaired sight.

In the old days most people were content to suffer their defects of vision without seeking the remedy—lenses. Some did this from indifference and others because opticians were neither plentiful nor efficient. A change came a little more than a generation ago, when opticians began to qualify for their work, with the result that people now find qualified men in almost every street, and are fitted to a nicety with lenses suited to the quality and quantity of their defects.

MORE BECOMING.

Another cause for the increased popularity of optical aids is their greatly improved form. Previously they were a disfigurement. The spectacle frames of our forefathers literally transformed the features of the wearer, and their cumbersome weight entailed a measure of fatigue. Now they are designed scientifically in order to be almost invisible and well-nigh light as air.

Lenses also are ground much thinner and are of improved quality. The first move in this direction was made by Wollaston about seventy years ago, when the "best form" lens was introduced. Then to-day we have the almost colourless glass introduced by the late Sir William Crookes, which possesses the property of cutting off certain distressing and harmful rays.

An improvement has also been made in bifocal lenses. In former times the lenses were so joined as to make an ugly streak across the eyes; now, only the expert can tell that the glasses when in wear are composed of two distinct elements.

THE NEUTRALISING INFLUENCE.

All these things have caused the wares of the optician to become more wearable, and the addition to the public health and comfort, as a consequence, must be considerable.

It is said that the arduous reading habit which came in with the Victorian era, and the gas method of lighting the homes, caused some increase of visual defectiveness; but the late Victorian and Edwardian periods brought in the day of intensive sports and games, and this proved a corrective for any damage that might have threatened.

There is no better safeguard for those who have to apply themselves to writing and reading than to take a good long stare at distant objects as frequently as possible.

Let it be remembered, however, that undue exposure to bright light fatigues both the iris and the retina, and results in a state where the strongest lights only will serve for good vision, even if there is not actual ocular impairment.

THE JAPANESE SHIPPING COMBINE PROPOSAL.

N.Y.K. PRESIDENT'S VIEWS.

Baron Kondo, the President of the Nippon Yusen Kaisha, who visited Kobe on the 5th inst., is quoted by the *Jiji* as expressing himself in favour of the proposed amalgamation of Japanese shipping companies broached by the Minister of Communication. While approving of the proposal in principle, however, he is conscious of the great difficulties lying in the way of the realisation of the scheme. Although the Minister of Communications desires to effect the amalgamation of as many shipping companies as possible, the work is obviously attended with great difficulties, as all companies have their own peculiar interests to protect. A suggestion has been made that an amalgamation of four companies, namely, the Nippon Yusen Kaisha, the Osaka Shosen Kaisha, the Toyo Kisen Kaisha, and the Kokusai Kisen Kaisha, should be effected, but up to the present the authorities have not made any concrete proposals. The companies have to consult the wishes of their shareholders. Baron Kondo says that so far as his company is concerned no definite line of policy is yet determined. He thinks there are many among the shareholders of the Nippon Yusen Kaisha who are hostile to the proposal. Thanks to the encouragement given by the Government to the building of steamers, Japan has, during the last six years, realised a net profit of Y.2,000,000,000 in charterage and freights. It would be a great pity if Japanese shipping, which has attained such prosperity, should be left in the present state of inactivity without doing anything to improve it, and Baron Kondo is therefore ready to endorse the plan which has just been formulated by the Minister of Communications.

NEW FRENCH PASSPORT CONCESSION.

PARIS, September 2nd.—British visitors to France who want to make a longer stay than a fortnight will be glad to learn that they can now remain in France for two months without having to obtain a *carte d'identité*, which, under the regulations previously in force, had to be obtained within a fortnight under the penalty of an uncomfortably heavy fine.

Many people, of course, used to risk not being in possession of the *carte*, as official red tape made it a protracted and wearisome performance to get hold of. It is to be hoped that this new concession is yet another step on the road towards getting rid of the present tedious and irksome passport regulations.—*Times*.

INTIMATIONS

A. D. C.

IN

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GOLDEN DOOM.
GLITTERING GATE.
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Hon. Mr. Ho Fook.

Thursday, - Oct. 28th
Saturday, - Oct. 30th
Wednesday, - Nov. 3rd
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PRICES AS USUAL.

Soldiers and Sailors half-price.

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WISEMAN, LTD.

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ON

SATURDAY, Oct. 23rd.

Tickets for Tea Dance.....$1.00
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The above charges do not include Meals and Refreshments.

Manager.....D. M. GOODALL.

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DODGE MOTOR CAR 5 Seater in first-class order Price, $1,800.
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FOR SALE.

TWO LANCASHIRE BOILERS, length 28 feet, diameter 8 feet, diameter of furnaces (two) 3 feet. Working pressure 100 lbs. per sq. inch. Constructed by Messrs. LINDSAY, BURNET & Co., Govan, Glasgow. In good order and condition. Complete set of fittings with each boiler.
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PUBLISHED TO-DAY

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home

CRICKET TOPICS.

[BY "NOT OUT."]

Last Saturday saw the Cricket Season commence, and this week the Happy Valley will present an animated appearance, with cricket matches and football matches in progress. Most interest was centred last Saturday on the Interport trial match, and spectators witnessed a convincing batting display by the probables, bringing with it hopes of a lively contest with the other interport teams. The concensus of opinion was that if the Hongkong team can produce the form it displayed on Saturday—and there is no reason why it should not—both Shanghai and Singapore will have to put forth their best efforts to take the honours either north or south. Of the probable players, Capt. Olliver seems to be the only one who has so far not strengthened his position for ultimate selection. It is rather strange that he has not got into form as yet, for I remember his brilliant displays of a season ago, when he played for the Gunners and assisted not a little in retaining the shield. Olliver is a pretty bat to watch when set; he is a change bowler of no mean order, and a safe field, and it is to be hoped that he will recover his true form before the interport selection is made. Turner and Pearce are as good as ever; Major Edwardes proved a veritable tower of strength in all the departments of the game. Wodehouse was irresistible with the ball; Franks was excellent behind the wickets, gathering up the ball very cleverly; the bowling of Davies and Bird was treated with respect; de Romo batted well. Witchell, a new try-out, has thrown his steady tactics to the wind, and has come out as a dazzling hitter; Alexander, a left-hand bowler, who played for the Police last season, was also included in the team, and although a bit out of practice, puzzled the batsmen a great deal with his medium-paced balls, which, however, came off the ground faster than the batsmen expected. The others in the two teams did not realise expectations; but that Sayer, Hancock and Reed deserve their places goes without saying.

Commenting on a trial match in Shanghai, the *N.-C. Daily News* states:—

"The "Interport XI" in this match contained only six of the players selected to represent Shanghai against Hongkong next month, and it is hoped that it may be possible to arrange for a similar game next Saturday, to commence at 11 a.m., in which the actual team for Hongkong will meet "The Rest." In the absence of Allison, the bowling department appeared sadly to lack a sting, and the fine performance of Hayward, who scored his third century of the season, deepened the generally expressed regret that he cannot be spared from business to make the trip to Hongkong. It is unfortunate that our most reliable run-getter should be unable to represent Shanghai, and we can only hope that at the last moment he may find it possible to get away. His century on Saturday was unmarred by any chance, and only occupied one hour and 25 minutes in compilation. The cricket through out the afternoon was of the brightest description, 397 runs being scored for the loss of nine wickets in rather less than three hours and three-quarters.

Hawkings and Hayward opened the Rest's innings and made so light of the attack that tens were sent up in almost record time, the first 50 appearing in 25 minutes, the century 23 minutes later, and 140 after an hour's batting. If we had Hayward to bat and Lanning to bowl, Shanghai's prospects in the South would be more rosy than they appear at present."

A note writer in the *Shanghai Mercury* remarks:—"With the Irresistibles returning from Hankow with the scalp of the Yangtze port safely gathered in, it behoves us to give another word of advice—it might almost be warning—to the men who are soon to be starting off for Hongkong. Shanghai has won every interport contest in this year of grace and we all want to see the season wound up properly. We have the material, if we can have it sent down to Hongkong, and as the time is now near at hand and the interport trials have had a fair show we should soon be hearing about the composition of the team. Probables versus possibles would make an excellent game for one of the afternoons this month and thereafter we might have the team playing together against the strongest combination which could be put up. A good, hard match in which the eleven could get in some team play and show the skipper what he has in hand would be very useful when it comes to facing the men of Hongkong."

Shanghai beat Hankow, in the interport match, played a fortnight ago, in convincing fashion, and the papers there are now writing hopefully of Shanghai's chances against Hongkong and Singapore.

Nine of the Shanghai Interport cricket team which will journey to Hongkong the second week in November, have been selected. Their names have been announced by Mr. Bliss, of the Shanghai Cricket Club, as follows: H. W. Allison, G. Brock, W. C. G. Clifford, D. W. Leach, H. P. Muriel, H. R. Ollerdessen, Rev. G. E. Spencer, F. L. Wainwright and T. W. R. Wilson. Messrs. G. M. Billings, J. A. Quayle, A. W. Hayward, Dr. W. E. O'Hara and W. H. Hansell who were in the team that beat Tientsin, find it impossible to accompany the team.

"The Singapore eleven has been unable to get together as strong a team as they hoped for. They are leaving by the *Somali* on October 28th and will arrive here on November 5th.

The *Malayan Leader*, has the following about the Singapore team:—

"I should not like to earn the reputation of a pessimist, but I cannot help expressing the feeling I have that the reported acceptance of an invitation to visit Hongkong by cricketers of Malaya will not come off. Was it Asquith that said: "Wait and see." The writer on the *Straits Times* staff is not very optimistic either, for he says:—This time last year, it will be remembered there were hopes of getting a Malaya eleven to make the trip—hopes that were doomed to disappointment. It means a good deal of time off to go to Hongkong to play cricket, and that unfortunate complaint, the necessity of working for a living, interferes with the plans of cricketers as well as other people."

The following comment was sent in to the *Malayan Leader* by a correspondent from Singapore:—

"After it had seemed that it would be impossible to send a Malayan team to Hongkong, to play Hongkong and Shanghai in a triangular tournament next month, it is now announced that the invitation has been accepted and that the players will sail for the northern port about the 28th instant on the P. & O. s.s. *Somali*. This is good news, for it is all for the good of sport that there should be the incentive to excel provided by representative fixtures. The constitution of the team is still uncertain. It is known that several of the best players in Malaya have definitely stated that they will be unable to make the trip, but after all the Colony and the Malay States have enough players to furnish more than one strong combination, able to give a good account of itself, and the lack of a few well-known names will not mean that the side will enter the field expecting to receive a drubbing.

Mr. Griffin, cricket captain of the S.C.C., has had charge of the arrangements, and I know something of the great trouble he has been at in trying to avoid the necessity of rejecting the invitation. He has had disappointment after disappointment in the shape of refusals, and also a good deal of worry in the inability of some men to say whether or not they could get away until the time came nearer. He is in high hopes that the side actually available will acquit itself well. Without going into names at the moment, with several "uncertainties" still harassing him, it may be stated that the side will be quite useful in batting, but not too convincing in bowling. Hongkong are said to be strong, if not quite so strong as in some recent years, and, of course, they will have the advantage of playing at home and thus being at full strength. Shanghai are described as not at all formidable, and a recent test game there provoked some criticism, because of the moderate display put up. What the Malayan team will be sure of is a right royal time amid fine sportsmen; and many of us would love to be able to journey with them to Hongkong during that Colony's delightful cool season. It can at times be uncomfortably "cool" there, it is true, but I myself have played football there on a broiling "summer" day in the height of winter, and when last I saw an inter-port cricket match there—way back in 1911 or 1912—it was warm enough to lie stretched on the grass watching the play; and it was Christmas time at that."

Of the Club matches, played on Saturday, little need be said. The teams were more or less, out of practice and nothing notable resulted. This Saturday, the games ought to prove more interesting, but I am sure all cricket enthusiasts will prefer watching the "Trial" on Saturday to Club matches.

I was interested in a paragraph in a Malta paper the other day of a final match for the Nicholson cup, between the R.G.A. and the Middlesex. Sergt. Leach of the R.G.A. scored 207 runs not out and was presented with a bat. I wish we had him here for the interport match.

SPORT.

FOOTBALL.

REFEREES' BOARD MEETING.

A meeting of the Referees' Board of the Hongkong Football Association was held in the R.G.A. Theatre, Victoria Barracks, last evening when the following members of the Board were present:—Mr. J. Ralston, Mr. Gur. May and Mr. H. Birkenshaw.

The following gentlemen passed the oral examination:—Messrs. Wells, Jones, Robson, Clements, Chesseley, Hollands, Evans, and Omar, and the following were appointed to a practical test on Saturday next, October 23rd:—

Sookunpoo Ground:

2.30 p.m. United *v.* Club de Rec.
Mr. Clements.

4.00 p.m. Wilts. *v.* R.G.A.
Mr. Wells.

Navy Ground:—

2.30 p.m. I.R.C. *v.* R.G.A. Reserve.
Mr. Hollands.

4.00 p.m. *Tamar v.* Kowloon.
Mr. Chesseley.

Railway Ground, Kowloon:—

2.30 p.m. Oilers United *v.* Kowloon Res.
Mr. Jones.

4.00 p.m. Staff & Depts. *v.* S.C.A. Res.
Mr. Jones.

The following gentlemen were also appointed to matches on Saturday next.

Club Ground:—

2.30 p.m. Club Res. *v.* 22nd Punjabis.
Mr. Ralston.

4.00 p.m. Club *v. Carlisle*.
Mr. Birkenshaw.

The matches, S.C.A. *v.* Ambrose and St. Joseph's College *v. Carlisle* Res. had to be scratched as we are informed that the grounds at the Valley are not yet ready.

Following the Club—Police match on Wednesday evening last, the members of the Hongkong F.C. present at the Valley, assembled in the Club pavillion to bid "bon voyage," to Mr. Geo. Gerrard, their late Secretary, who is leaving for Home to-day. Mr. R. J. Wilton, on behalf of the Club members, presented to Mr. Gerrard a silver tray, inscribed with the names of subscribers, and Mr. Wilton conveyed the thanks of the Club members to Mr. Gerrard for the services he has rendered, wishing him a very pleasant time during his hard-earned holiday and a speedy return to Hongkong to take up his old duties with the Club.

KOWLOON F.C. *v.* H.M.S. "TAMAR."

The following team will represent the Kowloon Football Club in a League match *v.* H.M.S. *Tamar* to-morrow, on the Navy ground, kick-off 4 p.m.:—W. Crocker; F. Wheeler and T. Knight; C. Millard, A. Weyman, and B. Pasco; W. Taylor, T. Neal, R. Townsend, F. Evelyn, and F. Clemo.

CRICKET.

I.R.C. *v.* CIVIL SERVICE CRICKET CLUB.

In the above match to be held on Saturday, the 23rd inst., on the former's ground, Sookunpo, the Indians will be represented by:—A. H. Rumjahn, A. el Arculli, A. A. Rumjahn, G. C. Eardo, S. H. Ismail, D. Rumjahn, D. Weerapuli, S. D. Ismail, K. Khan, and S. K. Baksh.

NAILED TO A BOARD.

RAT-CATCHER'S CRUEL ACT.

Sanitary-Inspector Kelly charged a Chinese at the Magistracy, yesterday, with cruelty to a rat.

The man, it was stated, caught a rat and then nailed it alive to a board.

Mr. Smith fined the man $5.

HONGKONG VOLUNTEER DEFENCE CORPS.

NOTICE.

A practice shoot for those members desirous of places in the League Team will be held at King's Park Range on Saturday and Sunday, October 23rd and 24th, commencing both days at 2.30 p.m.

CONDITIONS.

10 rounds and 2 sighters at 200, 500 and 600 yards. Slings not to be used.

G. F. E. RAPSON, Bt.-Major,
Adjutant, H.V.D.C.

Hongkong, October 21st, 1920.

It is rather sad news, says Turth, that the old Victory is getting so groggy that she will have to be removed to a mud berth. Cement and bricks may continue to keep the water out, but her underwater planking is becoming very tender, and there are ominous signs that it is not likely to hold together much longer. As the ship was launched at Chatham on May 7th, 1765, she has aded a wonderful demonstration of the qualities of English oak to her other famous achievements.

THE MUDDLE AT CANTON.

NEWS OF ACTIVE WARLIKE PREPARATIONS.

Canton, according to the *Canton Times*, is now "a dead town—no theatres, no sing-song girls, and no motion picture shows." The *Cheung Yeung* festival passed almost unobserved. Nor the White Cloud mountain up which so many people have been accustomed to ascend on this festival, was in military occupation as a strategic point.

Mu Yung-hsien is continuing his military preparations, in spite of the conditions of the armistice.

The "Independent Chinese Navy" is to return northward shortly and it has been officially announced at Peking that the Southern Navy has pounced its allegiance to the Central Government—apparently for the very sufficient reason that the Central Government are the only paymasters on which they can depend.

The Chinese warrior does not contrive to keep his plans a profound secret. The information is published that Li Yao hon, a former Civil Governor of Kwangtung, and now Commander-in-Chief of the 6th Division of the Cantonese Army, has wired to Generals Chen Chiung-ming, Li Fook-lum, Ngai Bong-ping, and the Cantonese community in Peking, Shanghai and Canton, stating that peace must be fought for without delay as Mu Yung-hsien has no intention to leave Canton at all. He has advised that General Li and Ngai will declare war with Mu in Canton with the aid of Commander Chan Tak-chun of Kongmoon. He himself will send his troops from Forts Bocca Tigris to Shiuhing where he will check further arrivals of the Kwangsi troops from Wuchow.

We read, further, that Mu Yung-hsien has wired the Defence Commissioner in the North River district ordering him to arrange for an offensive attack on Yunnanese troops who are approaching Shiukwan from Hunan to cooperate with the Cantonese Army for the capture of Shiukwan.

Also that General Lu Yung-ting has telegraphed the Defence Commissioner at Shiuhing encouraging him to prepare for an offensive against the Cantonese Army. He plainly stated that Kwangsi would be subject to the control of the Cantonese, if Canton is recaptured by them.

Another item of news is that Mu Yung-hsien has ordered his Kwangsi troops to be ready for action, as he has heard from a certain source that General Li Fook-lum has just organized some five hundred "Willing-to-die" battalions to attack Canton, North of the Pearl River, from his headquarters in Honam.

PLANS FOILED.

ROBBERY WHICH DID NOT COME OFF.

At the Magistracy, yesterday, a Chinese was charged, with the unlawful possession of a dagger.

The Inspector said that the defendant was arrested by a district watchman near the Honghom ferry on the mainland, on Wednesday, and the dagger was found concealed in his girdle. When brought to the station, the defendant told him (the Inspector), that he was to meet a friend by appointment, and go together to the Kowloon City Road and there lay in wait for a Chinese woman whom they know was wearing a large quantity of jewellery and would pass the road at a stated time, and attack her. The plan was spoiled by his arrest.

After the watchman had given evidence, the defendant denied that he had made such a statement to Inspector Aris.

When the Inspector produced the statement which bore the defendant's mark, he told the Magistrate that he was forced to make the statement, which was untrue.

Sentence of six months' hard labour was passed.

BETTING MAN'S FORTUNE.

A remarkable story of a mysterious backer who has taken tens of thousands of pounds from the bookmakers is told by the Liverpool *Echo*. He began with the smallest sums on long-price horses, and his early success was smiled at; but the expected turn to this fortune never came, and the Liverpool bookmakers eventually took council together to try to trace the backer's source of information.

They even got together all the evidence of his bets to find if there was any clue to a system. They were beaten, and the mysterious backer still pursued his winning way. He has put very big sums into safe keeping—part of it in the purchase of a small mansion.

When traced by the *Echo*, he said that now his story is known he will retire from the Turf after the Haydock races. He said he had no information, but just backed what fancy suggested. He once took over two hundred pounds from a bookmaker on starting price order on the winning horse, and then put that amount on another, and his own fancy won at 7 to 1. His latest success was one hundred pounds each way on "Iron Hand," the 100 to 8 winner of the Ebor Handicap.

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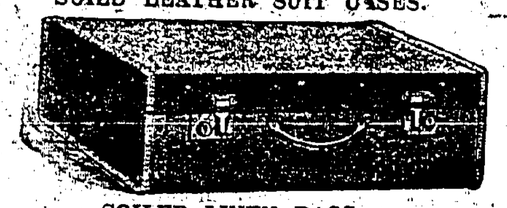

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OLSINA WATER PAINTS

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MANDER BROTHERS
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These well-known TEMPERA PAINTS are remarkably suitable for the interior decoration of any building.

They are also washable in a few weeks after application.

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NEW ADVERTISEMENTS

CHINA BORNEO COMPANY, LTD.
(In Liquidation).

NOTICE IS HEREBY GIVEN that a 2ND and FINAL DIVIDEND, or return of capital at the rate of 49 cents (cents forty-nine) Hongkong Currency, per Share will be paid on and after SATURDAY, the 23rd day of OCTOBER, 1920, to registered Shareholders upon application to the undersigned at the Office of Messrs. LOWE, BINGHAM & MATTHEWS, Chartered Bank Building.

Share Certificates must be produced for endorsement.

E. A. M. WILLIAMS,
Liquidator.

Hongkong, October 22nd, 1920. [1655

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 25th day of OCTOBER, 1920, at 3 P.M., at the Offices of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rental.	Upset Price.
			E.	S.	W.			$	$
1	Inland Lot No. 1402, adjoining Inland Lots Nos. 1154, Nathan Road, Kowloon.	Kowloon Inland Lot No. 1154, Nathan Road, Kowloon.	feet. As per sale plan.	feet.	feet.	feet.	about 14,781	162	18,351

[1658

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 25th day of OCTOBER, 1920, at 3 P.M., at the Offices of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND above Bowen Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rental.	Upset Price.
			E.	S.	W.			$	$
1	Inland Lot No. 2412.	On New Road above Bowen Road.	feet As per sale plan.	feet	feet	feet	about 23,215	162	3,822

1657

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENVENUE"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23th Oct., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th Nov., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th Oct., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Ltd.,
Agents.

Hongkong, October 21st, 1920. [1658

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

SS. "WEST JESSUP" From SEATTLE.

THE Steamship

"WEST JESSUP"

having arrived from Seattle via ports of Oct. 19th, 1220, Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 A.M. on Oct. 26th, 1920, by the Company's Surveyors Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognised after the Goods have left the Godowns, and Cargo undelivered on and after October 20th, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.,
Agents, for Div. of Opr.
U.S. Shipping Board,
Emergency Fleet Corporation,
12, Des Voeux Road Central.

Hongkong, October 20th, 1920. [1659

NEW ADVERTISEMENTS

TO LET

FROM 1st November, No. 79, Wyndham Street, TWO STORIED HOUSE, with out-houses and with Godown in basement.

Apply to:—
PATELL & CO., above WEBBER. [1654

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

SS. "WOONSOCKET" From BALTIMORE.

THE Steamship

"WOONSOCKET"

having arrived from Baltimore via ports on Oct. 21st, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 A.M. on Oct. 27th, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognised after the Goods have left the Godowns, and Cargo undelivered on and after Oct. 28th, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

GREEN STAR S.S. CORPORATION,
By STRUTHERS & DIXON, INC., Agents.
12, Des Voeux Road Central.

Hongkong, October 21st, 1920. [1660

HONGKONG CORINTHIAN YACHT CLUB.

NOTICE TO MEMBERS.

ALL MEMBERS are requested to REMOVE THEIR PRIVATE GEAR and effects from the Club Premises, not later than OCTOBER 26TH. My responsibility for same ceases from that date. The Auction will be held on OCTOBER 28TH.

By Order,
E. J. AINSLIE,
Liquidator.

Hongkong, October 20th, 1920. [1646

HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

THE CERTIFICATE dated 15th January 1919, for Straits, $1,733.81 (Straits Dollars One Thousand Seven Hundred and Thirty-eight, and cents Eighty-one), invested in War Loans Investment Trust of Malaya issued in the name of Mr. THOS. SHAND has been LOST, and if at the expiration of one month from date hereof the above Document be not forthcoming, the said Certificate will be deemed cancelled and of no effect.

UNION INSURANCE SOCIETY OF CANTON, LTD.,
Honorary Secretaries and Treasurers,
C. MONTAGUE EDE,
General Manager.

Hongkong, October 13th, 1920. [1622

NOTICE.

I, GEORGE THOMAS MONEY EDKINS, Officer for the Registration of Ships, for the CHINA NAVIGATION COMPANY, LIMITED, hereby give notice that in consequence of a wish to have the below-mentioned steam launch of which they are the owners to carry a similar name to other steam launches of the CHINA NAVIGATION COMPANY, LIMITED, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the steam launch "SHAMEEN" of Hongkong, official number 120,975, of gross tonnage 24.08 tons, register tonnage 16.33 tons, for permission to change her name to "TAIKOO YUNG" and to have her registered in the new name at the Port of Hongkong as owned by the CHINA NAVIGATION COMPANY, LIMITED.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement. Dated at Hongkong, this 15th day of October, 1920.

GEORGE THOMAS MONEY EDKINS,
Officer of the China Navigation Company, Ltd.
For the Registration of Ships.

[1622

NOTICE.

THE PUBLIC are hereby WARNED against negotiating or in any manner having dealings in the undermentioned scripts for SHARES in the under-noted Companies, the Secretaries of which have been notified against certain irregularities that have arisen in connection therewith.

The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.

Particulars and Numbers of HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY SHARES stolen:—

Script No.	Numbers.	Holder's Name.
7017	50 29301/29350	C. P. Chater
7590	50 37084/37133	M. S. Sassoon
8538	100 42369/42368	Li Chok Yuen
5910	29 1251/75, 18256/59	S. Fenwick
5911	29 59089/117, H.	H. Fenwick
7754	9 64757/765	S. Fenwick
8411	5 71841/845	R. Mitchell
6605	15 44670/684	Mrs. E. C. Champernowne
7789	4 66739/66742	P. F. H. Hodge & A. F. Harris
7755	9 64768/774	H. H. Fenwick

H.K. & WHAMPOA CO. 100 SHARES:

Script No.		
7425	Lo Koon Hang,	9003/27, 5601/25, 3758377, 32367/81, 26995/27019, 40713/717.

(Signed) FRED ELLIS,
c/o Fenn Elam & Co.

Hongkong, September 24th, 1920. 1533

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of

$1.00 FOR THREE INSERTIONS

if they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for Boxes P., Q., AD., AP., AW., BG.,

WANTED.—Bona fide propositions by Two Young Women capable taking charge Correspondence and Office detail. Best references Stenographic and Secretarial qualifications, initiative, judgment, and reliability. Address FRANCES RITCHIE, care American National Bank, San Francisco, Cal. 73

WANTED.—A CORRESPONDENCE CLERK. Perfect knowledge of English Essential. Reply to Box BG, *Daily Press* Office. 74

WANTED.—Efficient Lady STENOGRAPHER. Knowledge of filing an advantage. Apply Box BH, *Daily Press* Office. [75

WANTED.—Position by a YOUNG MAN with good knowledge of English holds matriculation certificate, and has had business training. Apply to Box BI, *Daily Press* Office. 76

NEW 6% FRENCH GOVERNMENT LOAN.

IN BONDS of Fcs. 100 each issued at par. Interest payable twice yearly, on June 16th and December 16th.

First coupon due on June 16th, 1921. Applications will be received from October 20th, up to November 25th by the—

RUSSO-ASIATIC BANK,
R. RODGERS,
Manager.

Hongkong, October 15th, 1920. 1636

NEW FRENCH GOVERNMENT LOAN 6%

Not Redeemable

PRICE OF ISSUE 100 FRANCS.

INTEREST payable twice a year on 16th June and 16th December; first semi-annual interest to be paid on 16th June, 1921.

Applications will be received by the BANQUE DE L'INDO-CHINE from the 20th October, up to the 25th November next.

BANQUE DE L'INDO-CHINE,
L. BERINDOAGUE,
Manager.

Hongkong, October 14th, 1920. [1629

BANQUE INDUSTRIELLE DE CHINE

(A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS
Fcs. 105,000,000.00

The organisation of the Bank enables it to open CURRENT ACCOUNTS and to accept FIXED DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars:—
HONGKONG BRANCH,
Queen's Building. 5, Chater Rd.

[1488

ST. JOHN'S CATHEDRAL.

MONDAY, Oct. 25th.

AT

9.15 P.M.

ORGAN RECITAL

Vocalist:

MRS. BELL.

[1643

INTIMATION

IDEAL BEVERAGES

Watson's

DRY GINGER ALE

There is something quite unique about its "dryness" Most refreshing and invigorating.

Watson's

PYERIS

Sparkling Mineral Table Water. Healthful and refreshing. Blends excellently with Whisky.

Watson's

FORMAZONE

Refreshing, invigorating and stimulating.

The temperance Champagne. An ideal beverage for tennis parties.

A. S. WATSON & CO., LTD.,

AERATED WATER MANUFACTURERS.

TELEPHONE 436.

[11

HONGKONG OFFICE: 10A, DES VOEUX RD., C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 22ND, 1920.

LINKING UP CHINA.

AN epoch in the history of the world is the spanning of more than half the continent of Asia by wireless. The importance of this enterprise is not fully appreciated in China, nor yet in other countries, where probably little is generally known of the matter, but that it will contribute in no small degree to world communication is self-evident. More than two years ago the Marconi Telegraph Company of London contracted to erect for the Chinese Government three wireless stations which would constitute, when completed, the longest chain of wireless telegraph communication in the world. This line stretches across Mongolia, the semi-Chinese province of Kansu, and the decidedly un-Chinese province of Sinkiang (better known as Chinese Turkestan), bringing Kashgar, distant more than 3,000 miles (near which India, Afganistan, Russia, and China converge), in direct communication with Peking. A vast tract of territory, largely desert, but through which runs a great Central Asian highway, a caravan route thousands of years old, traversed by Arab, Afghan, Turk-Mongolian, Kirghiz, Russian, Tibetan, Indian and Chinese, will be linked up with the modern world, bringing many people of diverse races into touch with a civilisation with which they have not hitherto come into contact, and of which they have remained ignorant. In these desolate regions the shriek of the locomotive is never heard, nor is the automobile ever seen. Express travel is represented by the horse or mule, while the slower goods traffic is undertaken by the camel. For local work there are bullocks, yaks and donkeys. Picturesque but primitive is the state of this region, which is close to "the cradle of the world." The first of the three wireless stations has been erected—that at Urga. Originally it was intended that the first station should be erected at Lanchowfu, the capital city of Kansu province, but events in Mongolia led to the abandonment of Lanchowfu in favour of Urga, which is, of course, nearer Peking, being only 900 miles distant as the crow flies. The Urga station is the most up-to-date wireless installation in China, being fitted with the latest Marconi amplifiers. The Urga station can receive in the day time strong signals from Shanghai, Hankow, Peking and Kalgan, but at night time operators there can listen to high power stations in America—an accomplishment which forces realisation of the celerity with which distance is being conquered. A feature of this station is that it is fitted with direction finding apparatus which will be useful for aerial work, assisting aeroplanes to find their position. The mast system in this installation is unusually interesting. A technical description of it supplied to us says: "It consists of three steel towers, 700 feet apart, carrying antennae. The generating plant consists of high speed oil engines driving dynamos for direct current, while the transmitting plant consists of a Pulsen arc, as perfected by the Marconi Company. It is noteworthy that this station is the only continuous wave station in China at the present time, all the other stations in this country being on the damped system. The arc, which takes place in a specially constructed brass chamber, the latter being water cooled, is developed in gas made from alcohol." As ordinary alcohol is rather scarce in this part of the world, Vodka has on occasions been used for this purpose. The transportation of the equipment was a remarkable performance. No less than 300 tons of material had to be conveyed to Urga by camels—the cement required constituting, perhaps, the greatest portion of this weight—but this undertaking is small compared with the dispatch of the second caravan from Fengchen last February consisting of 2,000 camels and 800 bullock carts. After a five months' journey the caravan reached Urumchi after all kinds of trouble and difficulty through men and camels dying *en route*. Urumchi is the destination of a portion only of this caravan. The remainder will be transported to Kashgar, where the third station is to be erected, another 800 miles, or roughly 2,000 miles across China. It is expected that the station at Urumchi will be completed in the spring and that at Kashgar by the end of the year 1921.

The figures showing the cost of the transportation of this material are of unusual interest. The conveyance of machinery and cement to Urga worked out at $150 per ton, while the cost of transporting to Urumchi two complete power stations, including 250 tons of cement, amounted to $450 per ton. At first it was thought that all the wireless material might be transported by aeroplane, but the provision requisite for aerial transportation made the cost prohibitive, and it was decided to utilise camel and bullock. To make this possible the material was packed in parcels, the heaviest weighing not more than 450 lbs. So far as getting the equipment to Urga was concerned, there was comparatively little difficulty. Over the high plains the roads are as level as a billiard table, sand and mud being encountered in low places, but the journey to Urumchi was more arduous, as it led over mountains and high passes, in one place the track being 1,800 feet above sea level. The work was carried out by Chinese, the skilled men being assembled in Peking, and the unskilled labour obtained locally. As a construction gang, the Chinese, in the opinion of Major DOCKRAY, are unequalled. None of the troubles presented by workers in other countries were experienced in this undertaking, though on one occasion four men started a fight with spanners in a tower 200 feet high. Before any of them could come to grief the work was stopped and the peacemaker asserted himself. Major DOCKRAY, to whom reference has just been made, has been attached to the Chinese Government for the supervision of the whole of their radio service. He is supervising the erection of the three wireless stations to which the article specially refers. The report on the work at Urga reveals one or two other particulars which are noteworthy. The first of the three steel towers required for the station was erected in three weeks, the second in two weeks, and the third in eight days, a progressive result which revealed not merely the willingness of the men engaged in the work, but the mutual understanding between them and the man directing the operations. Those who know the Chinese will not be surprised to learn that they declined to use advanced mechanical appliances. They preferred to use their own ropes and tackle rather than the latest differential tackles! Major DOCKRAY will leave again at the beginning of December, setting out from Peking with a complete organised construction gang for Urumchi and Kashgar, where high power stations will be erected, thus bringing into daily communication and close touch with Peking and the world, simple peoples that know little or nothing of either.

The *Nellore* is expected from the Straits to-morrow.

Exchange went up a penny yesterday closing at 3s. 10¼d. on demand.

One case (one death) of plague was reported in the Colony on Wednesday.

The Manila Observatory yesterday morning reported a cyclone South of Naha moving N.N.E.

Captain and Mrs. W. E. Clarke were among those who left by the *Empress of Russia*, yesterday.

While driving along Queen's Road West on Wednesday a motor-car, No. 348, ran into and slightly injured three persons, a girl, a woman and a man.

The Liquidator of the China Borneo Co., Ltd., announces a final dividend, or return of capital, at the rate of 49 cents Hongkong currency, per share.

The Hon. Mr. C. McI. Messer, Colonial Treasurer, is expected back on the *Somali*, due to arrive here on November 8th. The *Somali* also brings the Singapore inter-port team.

The officers of the Navy gave a dinner on the *Tamar* last night to celebrate the anniversary of the Battle of Trafalgar. Several residents of the Colony were present. A toast to the memory of Nelson was drunk.

The local Post Office had a busy time yesterday, owing to the arrival of no less than seven mails:—The *Inaba Maru*, from London, the *Monteagle*, from Vancouver; the *Tenyo Maru*, from San Francisco; the *Maitawa*, from the Straits; the *Eldridge*, from Manila; the *Nikko Maru*, from Japan; and the *Kashgar*, from Shanghai.

On all the railways of North China a surtax on passenger tickets and freight has been imposed in aid of the Famine Relief Fund. On first-class tickets the surcharge is 20 cents; on second-class tickets 10 cents and on third-class tickets 5 cents. On each freight invoice 5 per cent. of the total charges is collected for the famine fund and on each parcel ticket 3 per cent.

General booking opens this morning at Moutrie's for the A.D.C.'s forthcoming Dunsany productions in aid of the Famine Relief Fund. The advance booking has been so phenomenal that early application for seats is advisable. An extra night has been added on Wednesday, November 3rd, and this will perforce have to be the last one as previous theatre booking precludes further repetitions. Prices are as usual, soldiers and sailors in uniform being admitted at half price.

Among the arrivals in the Colony by the *Tenyo Maru* yesterday was Mr. John Ross Duggan, representative for the Orient and Australasia of the Automotive Products Corporation, Woolworth Building, New York. The A.P.C. conducts, exclusively the world export of each of its products and is, in other words, a group of manufacturers mobilised for efficient export service. Mr. J. R. Duggan, who is staying at the Hongkong Hotel, acts in the capacity of direct factory representative.

"PREDATORY LABOUR."

The *Sydney Morning Herald*, in a leading article, says:—

Mr. Appleton's statement that "vast combinations of labour, originally formed in self-defence, are rapidly becoming predatory bodies, making life impossible for the rest of us," fits the case of Australia not less aptly than that of Britain. From being a beneficent force, necessary to secure for members reasonable wages and conditions of employment, and to prevent sweating, trades unions are in many instances being converted by wicked or reckless leadership into engines of tranny and grinding oppression. Neither in Britain nor in Australia, we believe, is such a development the considered purpose of the great mass of unionists. The immediate desires of these may be escape from responsibility for the conduct of union affairs, immunity from the strain and unpleasantness of standing up to the extremists, or mere thoughtless greed for more pay and more leisure without regard for the permanent effect on the industries. There is not generally a will to break down the fabric of ordered and progressive society as we know it, or to bring about that state of topsy-turvydom which Lenin and Trotsky have created in Russia. Yet that is precisely whither the activities of the local Lenins and Trotskys of Britain and Australia will lead unless the moderate elements in the unions rise and assert emphatically and insistently their detestation of the extremism which is being indulged in in their name.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BELGIAN CABINET.

PREMIER DECIDES TO RESIGN OFFICE.

BRUSSELS, October 18th.

According to the *Libre Belgique*, M. Delacroix has definitely decided to tender his resignation from the Cabinet to His Majesty the King of the Belgians as soon as the latter returns from Brazil, and will not take office in the next Ministry.

NEW REGIME IN MEXICO.

GENERAL OBREGON'S ASSURANCE.

DALLAS (Texas), October 18th.

General Obregon, speaking at an international banquet, declared that Mexico will recognise all legal foreign debts and the rights of Mexicans and foreigners alike.

EARLIER CABLES.

DANISH FINANCES.

REPORTED LOAN FROM AMERICA.

COPENHAGEN, October 19th.

It is reported that the Minister of Finance intends to raise in America a 9 per cent. State Loan of $25,000,000.

U.S. PRESIDENTIAL CAMPAIGN

MR. WILSON QUESTIONS SENATOR HARDING'S STATEMENT.

WASHINGTON, October 19th.

President Wilson has sent a letter to Senator Harding in connection with the latter's speech, querying the statement that France approached him as a private citizen of a nation which was not a member of the League of Nations. He points out the grave and extraordinary inferences that will be drawn from such a statement, and President Wilson has directed an inquiry to be made as to whether France authorised anybody to approach Senator Harding on the subject.

FRENCH DENIAL.

WASHINGTON, October 20th.

The French Charge d'Affaires, presumably as the result of a communicatiin from the French Government, has informally replied to President Wilson's inquiry, declaring that the Government has not authorised anyone to approach Senator Harding, officially or unofficially.

IMPORTANT CABLE TRANSFER

BRITISH CONTROL OF AMERICAN WIRES.

LONDON, October 19th.

The Direct United States Cables Company has been sold to the British Government for £570,000. The sale meant the transfer of the cable from American to British control.

HOUSE OF COMMONS RESUMES.

PROSPECT OF IMMEDIATE DEBATE ON COAL CRISIS.

LONDON, October 19th.

The House of Commons resumed with a crowded house in view of the prospect of an immediate debate on the coal crisis.

SIR HAMAR GREENWOOD ON IRISH SITUATION.

Replying to Mr. Pennyfather, Sir Hamar Greenwood stated that since January 1st 100 police, and 18 military men were killed in Ireland, and 180 police and 66 military men wounded, while 687 police barracks were attacked and most of them destroyed. There had been an organised attempt to boycott the police, their wives and relations. The Government's means of protecting the servants of the Crown and dealing with the authors of the outrages and those conniving at them were steadily improving.

MACSWINEY'S CASE BEFORE PARLIAMENT.

LONDON, October 19th.

Replying to Mr. Bottomley, Mr. E. Shortt, the Hime Secretary, said that he could not advise the King to order the release of Mr. MacSwiney. He declared that there had been no form (? forced) feeding of Mr. MacSwiney on the part of the prison authorities.

EMPLOYMENT FOUND FOR SERVICE MEN.

IN THE BUILDING TRADE.

LONDON, October 19th.

Replying to a question in regard to unemployment, Mr. Lloyd George pointed out that many thousands of ex-service men, of whom 180,000 were unemployed, could be employed in the building trade. Half a million new houses were required and proposals on the matter had been made to the Trade Unions. The Government had approved of other proposals, including road-making, and he appealed to Trade Unions to suspend certain rules in order to admit additional men into the foundry-iron and railway-wagon building trades. He hoped that thus the problem of unemployment, especially as regards ex-Service men, would be adequately met during the winter, but the coal strike would enormously increase the number of the unemployed.

SIR ROBERT HORNE ON THE COAL CRISIS.

ITS DEPLORABLE EFFECTS.

LONDON, October 19th.

In the House of Commons Sir Robert Horne made a statement in regard to the coal strike. He emphasised the gravity of it and deprecated recrimination. He urged goodwill and commonsense and declared that since the Sankey enquiry the miners' wages had increased more than the cost of living. He emphasised the disastrous effects of the strike. A million miners would be idle, shipping would be held up, blast furnaces would be damped down, factories all over the country were closing and tens of thousands of men were thrown out of employment daily, and trade would be gradually strangled, entailing hardship and starvation on great masses of the community. He declared that this issue would never be submitted to the miners. Reports from the coalfields showed that many miners did not know that the alternative to the acceptance of the Government's proposals was a strike. The Government was open to any suggestion, whereby peaceful solution could be obtained and he urged all to strive for it.

PSYCHIC CURE FOR WAR TERRORS.

ARMY DOCTOR SAVES A GALLIPOLI WARRIOR.

Can the terrors of war be revived by illness, and can they be dispelled by psychic treatment?

These questions were raised at the Surrey Quarter Sessions, at Kingston, when Herbert Edward Marshall was charged with attempting suicide. He was found in a stable at Guildford suffering from bullet wounds in the head and cuts on the neck.

Dr. Tredgold, physician at the Royal County Hospital, Guildford, stated that he knew Marshall, who served in the West Surreys with him in Gallipoli and Mesopotamia.

"When Marshall attempted suicide he was brought to the hospital, and I kept him under observation," said Dr. Tredgold. "He has been subject to attacks of malaria so severe that he hardly knew what he was doing. He had an attack shortly before this occurrence and the pains in the head which he suffered from doubtless drove him to it. I believe that the fever caused a revival of the terrors he suffered from in the war, and that he attempted suicide to escape them. The case has yielded to psychic treatment, and I do not think there will be any repetition."

The Chairman: Then he is a sane person now?

Dr. Tredgold: Yes, and it will not occur again. I have had many similar cases. If we can bring the distemper to the surface it is washed out. This fact was first suggested by a German, but it is none the less true.

Marshall was released, his father undertaking to take care of him.

PALACE HOTEL BILLIARD HANDICAP.

Last night's games in the Palace Hotel Billiard Tournament resulted as follows:—

Pritchard (—75) beat Mukerjie (—50) by 10 points.

T. Reedes (—125) beat R. E. Newman (—75) by 166 points.

To-day, W. E. Wilson meets J. H. Cait, and A. Tse plays W. Disstain.

It is stated that the last voyage of the *Montcalm* (now in harbour) was "the stormiest a Canadian Pacific liner has endured in the last six years," that the passengers saw the sun during only four days on the voyage to Japan, where the liner arrived nine days later than the scheduled time, and that three typhoons were encountered.

OUR LONDON LETTER

THE GOVERNMENT AND THE LORD MAYOR OF CORK.

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 9th.

A tremendous amount of political capital has been made out of the MacSwiney case. That, of course, was only natural in view of the prevailing conditions in Ireland. The Lord Mayor of Cork was found in possession of incriminating documents, including a secret police code, and having been tried by court-martial he was sentenced to two years imprisonment. His protest against his conviction took the form of a hunger-strike in Brixton Prison: and with this to work on Sinn Fein marshalled its propaganda agencies at home and abroad to exhibit Mr. MacSwiney as a victim of English rule in Ireland.

The public position of the prisoner and the character of his offence combined to invest his case with special significance and importance. It made a good "test case," as the lawyers say. If Mr. MacSwiney's release could be secured by popular clamour it would be a rather damaging blow against the Government's policy in Ireland—an admission, in fact, that the authorities were in the wrong. On the other hand, if the Government adhered to their determination not to yield they would still be in the wrong. They would, according to Sinn Fein, be guilty of the murder of an Irish patriot.

A DIFFICULT PROBLEM.

It is obvious that the Government were placed on the horns of a dilemma. Whatever they might do, or leave undone, was capable of providing one or other of the Irish factions with a pretext for declaring themselves "again the Government," which is in accord with Irish tradition. But in spite of a great deal of pointed criticism in the Liberal Press here, opinion in this country, generally speaking, has been consistently in support of the Government policy. In a matter of this kind it is realised that spasmodic attempts at interference with Irish affairs is harmful, and is apt to create precedents that must inevitably entail consequences of the gravest character.

On the ground of pure sentiment the man in the street would be willing to give the Mayor of Cork his freedom in order to save his life—much on the score that you would pull a would-be suicide out of a pond. But the question arises whether in this instance the kindly action is worth while. If a man sets out deliberately to commit suicide, sustained meanwhile by the plaudits of millions who acclaim him as a patriot, and comforted by the ministrations of his clergy, is there any sufficient reason why he should be denied a martyr's aureole?

THE ROYAL PREROGATIVE.

In connection with the MacSwiney affair a pernicious attempt was made to induce the King to use his prerogative of mercy on behalf of the prisoner. Happily the effort has been unsuccessful. The King refused to act over the heads of his Ministers, and has thereby proved himself strong enough to act constitutionally. If King George released a Sinn Feiner to-day how could he refuse a like clemency to another rebel to-morrow? By acting only through his Ministers the Sovereign is enabled to keep outside the arena of contending parties.

PRINTERS ON STRIKE.

For over a week Lancashire has been without its daily papers—a happening without parallel for a hundred years. At the end of May the Typographical Association handed in strike notices to apply to every newspaper office in the country outside the London area, the demand being for a wage increase of £1 per week. This was met by the employers giving 10/- and agreeing to review the question later in the year.

But the Manchester and Liverpool branches of the Union, always a hotbed of discontent, have revolted. They declared a lightning strike on their own account, thus ignoring the national agreement and flouting their own central Executive Committee, while at the same time dealing a heavy blow at the newspaper proprietors concerned and causing serious loss and inconvenience to the business community.

It is this sectional spirit of revolt which is the despair of everybody just now, including the leaders of Trade Unions. In every Union there are men who seem to think that agreements should be binding only on the capitalist. On their part they claim the right to be a law unto themselves. Although the general public do not always realise it, the fact is that one of the most serious difficulties of Labour leaders is to maintain their authority and enforce discipline in the ranks of their own followers.

In the difficult situation too much praise cannot be accorded the *Manchester Guardian* which has produced a paper of six typewritten sheets daily, giving the news of the world in briefest compass. The typed sheets are lithographed, and then printed in the usual way. The aspirant to journalism might well treasure these copies as an extraordinarily successful achievement in the difficult art of condensation.

THE PETROL RAMP.

The sudden imposition of 7d. per gallon on petrol is bitterly resented, and if it were not for the imminence of a miners' strike this latest instance of rapacity on the part of the oil ring would have engrossed public attention. What exasperates users of petrol is the feeling that they are helpless. The first impulse is to look to the Government for redress, but as regards this what should be an avenue of hope is no better than a blind alley.

After the last advance in the price of petrol by 8d. per gallon, a sub-committee was appointed by the Government in February under the Profiteering Act, and duly reported in favour of the fixing of wholesale and retail prices by the Board of Trade, and the co-operation of the British and American Governments to bring about a more reasonable attitude on the part of the oil kings. But nothing has been done to give effect to these recommendations. The price of the cheapest grade of petrol in London this week was 4/1½ per gallon.

I am assured by experts in the trade that between 6 and 7 per cent. must now be added to the working costs of the average 3-ton lorry, and 4d. per mile to motor-cars. The cost of road transport will be heavier, and will have an effect on the cost of living. When Trusts grab is it any wonder that Labour is restive?

THE LONG TRAIL.

I have alluded to road transport, and it is amazing to consider the extent to which this has swollen in recent months. Motorists know about it, but it is not realised by the ordinary public. Much of it is done at night. On the main roads the heavy lorries trail along, waking to life as in the coaching days the old inns, and bringing a tide of bustle and prosperity to the ancient highways of England.

The cost of road transport is higher than rail, but on the other hand risk of damage to valuable machinery is eliminated and days are saved in point of time. The firm knows where it stands about its goods. From Newcastle in the far North, Coventry, Lincoln, Birmingham, Nottingham, and other big centres machinery is now sent by road to London.

If you should chance to be at inns along the great roads after nightfall you will hear the lorrymen talking of the Bapaume Road, and Ypres, and Armentieres. For the drivers are nearly all old Army transport men, glad to be out again on the open road.

TEMPTING OFFER.

The publication of the Autobiography of Mrs. Asquith, wife of the ex-Premier, in one of the Sunday papers as a serial has had the effect of stimulating public interest in works of this description. There is a fascination for most people in reading about notable men and women contemporaries, and learning about their habits and foibles as discovered by their friends. Publishers have been quick to recognise this, and I learn on authority that can be accepted as reliable that Mr. Balfour has recently had a very handsome offer if he would agree to write a book of an autobiographical nature. The figure suggested ran well over £10,000. He has no intention, however, to gratify either publishers or public in this respect.

THE TRADE UNION CONGRESS.

Mr. J. H. Thomas, Secretary of the National Union of Railwaymen, who is President of the Trade Union Congress which is in session this week at Portsmouth, disappointed both his admirers and the public by his presidential address. In this, contrary to expectation, he fought shy of the threatened coal strike—the only thing that matters until the question is disposed of one way or the other.

He had much to say about the Council of Action, the existence of which most people refuse to take seriously, and he was cryptic when he declared that Labour is determined "to challenge the existing order of Parliamentary Government." Mr. Thomas forecasted a "black Winter," but he had no practical plan for tempering the wind to the shorn lamb, no proposal for warding off hardship and providing against the evil of unemployment.

The truth is that Mr. Thomas and others prominent in the Labour movement are so engrossed in political wire-pulling that they have no time to devote to their legitimate functions as Trade Unionists. I have searched the pages of the agenda of the Congress at Portsmouth and failed to find a single practical proposal to ensure an improvement in the industrial situation of the country. The crux of the problem for Trade Unionists, as for the nation as a whole, is how to increase output in every direction; that is the only sensible means by which the cost of living can be reduced at home and British trade prosperity promoted abroad.

Instead, the Congress were asked to support action to "challenge the Constitution" whatever that may mean, to dictate to Poland, to put a few extra ingredients in the Irish "Witches' Cauldron" of trouble, and to engage in mere political propaganda. The industrial needs of the country seemed to be of quite secondary importance.—H.B.

THROUGH THE FAMINE DISTRICTS.

CHILDREN SOLD OR GIVEN AWAY.

OFFICIALS PERSECUTING THE PEOPLE AS USUAL.

The following is the fourth report on famine conditions issued by Reuter's Agency.—

TAMINGFU, October 1st.

From Lin Ch'ing in Shantung I started south-west to this City, the centre of what I had been told was one of the worst districts in the famine region.

Immediately outside the city of Lin Ch'ing there is a certain amount of truck gardening, as there is just outside of most of the large towns, contributing an air of relative prosperity. But a few *li* further and the old story begins. At what is called Chiu Hsien I found many had left for the south and nearly as many had returned, being unable to find work and had been refused alms along the way. One man told me he ate chaff and that half a catty of this had to be enough for six people. Watermelon rinds also seemed to be a general article of diet here.

At Yu Chia Lo, fifteen *li* from Lin Ch'ing, there are fifty families. Six or seven have gone, all but two or three have had to return; one of them without its children which had been sold along the road. Those who had not gone were giving their children away, they said, to any who would promise to feed them, as there is not much of a market for children. They are represented only on the liability side. It takes a deal of capital to carry them along until they will be old enough to become an asset. One farmer who is the owner of two mu of land told me he had planted kaoliang, corn and sweet potatoes. He did not have a catty to show for it, not more than sprouted. Cotton he had not even planted for there was no hope. He was now supporting himself by turning hawker in a neighbouring market town at night. In daytime he was buying and planting winter wheat, to buy seeds for which he had sold his winter clothes.

The aspect of the country here bears out eloquently the utter failure of the crops, whatever may be the condition of the people and the amount of exaggeration. Except for isolated spots two feet is an excellent stand for the grains and this means practically no grain. I have seen one farmer carrying on his back the yield from 30 mu of corn. It was in this neighbourhood that I encountered a question that had not presented itself before, possibly because it had not occurred to me to investigate. That was the question of taxation. In one village in Kwen Hsien, one of the border hsiens in Shantung, I found considerable agitation. The villagers had just been notified that unless they paid the land tax which is due next month they will be beaten and their land confiscated. This tax is payable four times a year, three times in cash it seems, and once in grain. It seems to come to about 30 cents per mu a year in all, though there is some vagueness among the farmers as to this. I asked whether there had been any relenting in respect to the tax in a year so bad as this. For answer they called the tifeng or village headman. He had just returned from the Kwen Hsien, the hsien seat, where he had been thrown into a cell and beaten. Others had been notified the same would happen to them. In another village I talked to five or six who had not paid the assessment due in this month, the Eighth Month, and had been ordered to do so or forfeit their land. These people were eating one meal a day, one-third of chaff two-thirds of leaves and wild roots.

A few *li* further along around Shih Chuang P'u there was some crop, a "ton" a mu being the general estimate for kaoliang, millet, beans and corn. East of here, I was told, there was absolutely nothing to eat, but all through here the question of taxes is a serious one. So far from giving any help or effecting any plans of relief the hsien magistrates, at least in this region, or the majority of them, are driving over into starvation those who are already on the edge.

A few *li* further south another improvement is to be noted. Half a crop will be possible around here. This is just along the border between Chihli and Shantung along the edge of the long tongue of Chihli that extends far south into the country. But even with half a crop a certain proportion of the inhabitants, those who as I have said are living normally on the margin of subsistence have had to leave, going either south in Lower Shantung and Anhui or north to Tientsin.

At Hsiao T'a I crossed the Canal and was again in Chihli. Here there was as good a crop as is to be seen anywhere for thousands of *li*. For as far as the eye can see there are stretches of good beans, with kaoliang and corn also, though not so good. This lasts about twenty *li*, after which one approaches Ta Ming Fu, and as one draws near this city there seems to have been an invisible line where the rain simply stopped. For eight months of this year there was around Ta Ming Fu almost 1/73 inches of rainfall. (Since then there has been 2.34 which gives rise to the hope that is now to be found everywhere.) As a result there has been a complete failure. Distress here has been felt earlier than in most regions for it is a region with many naturally poor spots—squalid suburbs, tattered villages. As long as three and four months ago people were selling their children. In the last five weeks I was told there had been children's fairs in the city. Boys have been going for $2. Girls, where a little older and fairly pretty, bring a higher price for use in brothels.

One of the missions with a station here estimates that in 22 villages immediately surrounding the city there are 10,000 people. Five per cent. is a high estimate of those who have enough to see them through the winter independent of outside help. The big majority of the others are now eating chaff with a mixture, apparently unique in this place, of a sort of wood. Sowing of wheat is now general, but seed is being bought by the sale of winter clothes and even furniture, adding to the distress that will come with the cold.

(*Continued at foot of next column*).

HUE-AND-CRY FOR A STOLEN GOD.

LONDON MYSTERY OF A VANISHED BUDDHA.

The mystery of the small bronze Buddha stolen from a West End art gallery remains unsolved.

Certain facts suggest that it may have been stolen at the instigation of a Chinese sect.

The proprietor of the gallery said to a *Daily Express* representative that he could not throw any light on the theft.

"It was certainly strange," he stated, "that the thief should have selected this particular bronze and left untouched other and far more valuable objects."

Another curious fact is that the Buddha was taken from a private room in the upper part of the building. This tends to support the theory that the thief's objective was this particular bronze.

The Buddha had been at the gallery a short time only, and was to have been included in a forthcoming exhibition of ancient art.

It measures about seven or eight inches, and represents Buddha seated on a base with four short legs. The figure has one hand raised, and, behind is a thin bronze screen shaped like a lotus leaf. The back of the screen is decorated by an ancient representation of a divinity.

Scotland-yard has begun an active search for the little god and the thief.

DISCOVERY OF A RAPHAEL?

BUSINESS MAN'S LUCK AT A SALE.

The *Daily Express* understands that a sensation has been caused in the art world by the discovery of what is alleged to be an original painting by Raphael of the Madonna and Child.

The picture, round which a great controversy is certain to rage, is now in the possession of Mr. Felix Lavery, a leading Newcastle business man. It is stated to have been purchased at a sale which took place some time ago in the neighbourhood of Newcastle.

A similar picture, attributed to Raphael, is now hanging in the Louvre, but the claim is said to be made that the picture in the possession of Mr. Lavery is the original painting by Raphael, while that in the Louvre is only a copy.

Many leading art experts have examined Mr. Lavery's picture, but their verdict has not been made public. Mr. Lavery himself is declared to be so confident in the genuineness of his discovery that he has prepared a volume dealing with the whole history of Raphael's paintings. In this, it is asserted, he will be able to prove his claim.

Raphael's works have frequently realised great prices in the sale room. In 1914 the famous Panshanger Madonna was sold to Mr. P. A. Widener, of Philadelphia, for the record figure of £140,000, or £385 per square inch.

Discoveries of reputed Raphael masterpieces are not infrequent.

DROUGHT IN SCOTLAND.

[Glasgow is said to be apathetic about the Pussyfoot campaign, which has opened there, and Scots are being reminded that it was a similar apathy that caused America to become "dry."]

The following stirring appeal to Scotsmen is reproduced from a Home paper.

Braw Scots wha' hae wi' Wallace bled,
By Pussyfoot will ye be led?
Or claymores will ye draw instead,
Hit Prohibition on the head?

Unless ye wake up quick ye choose,
Ye'll have to do without your booze:
The last wee drappie Scots will lose
If long in apathy they snooze.

Mon, think how awfu' it would be
If dry ye had to drink your tea!
No Black and White to comfort ye,
Glenlivet ne'er again to see!

Should auld acquaintance be forgot
Wi' Johnny Walker, cold and hot?
The stanes would cry out on the spot:
"Stands Scotland where it did, great Scot?"

If all Macphersons vowed a feud
Against this slavish attitude,
Roused brither Scots from lassitude,
Sly Pussyfoot would soon be "slewed."

G.D.

for it must be remembered that a crop failure means no stalks to burn as well as nothing to eat. And in addition winter clothes are being sold. I stopped in three villages around here, in all of which from one-third to one-half of the families had gone. The population has been further depleted by cholera, which has ravaged here terribly. It has just passed. North-west of here it has been ravaged further by bandits.

The hsien magistrate located here has opened a P'ing Tiao Chu where kaoliang and millet are sold at cost, but as I have said before, this does not do much good to the man who has not enough money to buy anything. Various plans for relief are afloat here, one being the laying of a road to the Peking-Hankow Railway, a much-needed utility. Some of the rich men of the city are getting interested, but thus far nothing has been done. Another suggested by the missions, is the provision of raw material for strawbraiding which will give many work enough to keep them in food. This is a centre of that industry in normal times but now there is no money to buy the braiding.

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MONUMENT TO AMERICAN ART CRITIC.

UNVEILED IN TOKYO.

Elaborate plans for the unveiling of the monument to Ernest Fenollosa, American patron of Japanese art, were made by prominent Japanese, many of them representative of the Tokyo Academy of Art. Mr. Fenollosa, who is regarded as the most appreciative foreigner of the art of Japan died on September 21st, twelve years ago. A committee headed by Professor S. Omura of the Tokyo Academy of Art, Viscount Kaneko, Baron Hanao, Mr. A. Hayashi of the Imperial Hotel and numerous others arranged for the unveiling of the "Fenollosa monument," which has recently been completed and stands outside the Tokyo Art Academy in Uyeno Park.

BECAME BUDDHIST.

Mr. Fenollosa was born in Salem, Massachusetts, and came to Tokyo in 1878 as Professor of Philosophy in the Imperial University. He became so intensely interested in the art of Japan that he was not content with one visit but returned in 1896 and again in 1901. He became well known to many prominent Japanese, among them being Mr. Hayashi, who followed his work with the greatest interest and sympathy. His interest in Japan led him to study the Buddhist religion and after some time he became a convert to that form of worship. He was made curator of Japanese art in the Boston Institute of Fine Arts and his collections of Japanese works of art is among the best in the world.

He died in London in 1908 and some years later Mr. Hayashi, who was travelling in Europe, arranged to have the famous art critic's ashes brought to Japan. His ashes were placed on the shore of Lake Biwa, near Kyoto, where he had studied the Buddhist religion.

Mr Fenollosa made the Government here recognize the necessity for taking care of its national art treasures," said Mr. Hayashi. "Many of our treasures were scattered when he came to Japan, and the idea of caring for them and arranging for places where they would be handed down from generation to generation had evidently not been sufficiently impressed on the country. He came at the time when things of the West held away, and he changed this fact somewhat. He really had more to do with founding the Tokyo Academy of Art than anyone else."

The monument which stands in front of the Tokyo Art Academy, is 12 feet high and is in native stone. Mr. Edward Bell, the American Charge d'Affaires, and Viscount Kaneko were the chief speakers at the unveiling ceremony recently.

Mrs. Fenollosa has recently sent her husband's collection of paintings by Kano Hogai from America. The chief work of Mr. Fenollosa, his "Epochs of Chinese and Japanese Art," has only recently been translated into the Japanese language. Dr. Ariga, who made the translation, went to Mr. Fenollosa's grave at Honyo-in, near Kyoto to offer the translation as a memorial gift to the friend of Japanese art.

GREAT AMERICAN EXODUS.

DRIVEN AWAY BY LONDON HOTEL PRICES.

Americans in large numbers are vehemently declaring this is their last visit to London. High prices at the hotels is given as the reason for this resolve. There is no quarter in London where Americans congregate where the theme of conversation is not the skyscraper charges of London hotels.

It is not, as in the pre-war days, an isolated complaint, but one that is voiced by every American in London. Steamship agents, representatives of American tourist agencies and banks, all have had their ears filled with denunciations of London hotel rates.

"They are sheer robbery," said a former American hotel proprietor to a *Daily Express* representative. "Steamship agents assert that the unusually early return of Americans home is due in no small measure to the extravagant rates they have been obliged to pay to London."

"I am afraid," said the agent of one prominent line, "that the returning Americans will assiduously spread stories of prohibitive prices, and frighten thousands of people from coming to London next year. Every year we encounter a certain number of chronic grumblers, but this year every American is kicking, and kicking hard."

Investigation by a *Daily Express* representative showed that the great hotels are by no means full. "It has not been as prosperous a season from the American point of view as we expected," plaintively exclaimed the manager of one.

The charges were found to be from 100 per cent. to 200 per cent. higher than they were last year. At one hotel, rooms that were let at £3 a day last year have been jumped to £5 this year. One result has been that visiting Americans who usually spend months in London are now reducing their stay to days, unless business compels their presence. Inquiries at hotels recently for "regular American visitors" brought such answers as "Left for Paris," Gone to the country," or "Suddenly decided to return home."

One American, after paying his bill at a leading hotel, is said to have objected that the bill was wrong.

"I have more money left than that," he explained.

NO GOLF DURING SERMONS.

Hawthorne Daniel in the *World's Work* says:

"In 1592 the town council of Edinburgh ordanis proclamation to be made throw this burgh, that na inhabitants of the samyn be seen at any paistimes within or without the towin upoun the Sabbath day, sic as golfe.' However, it seems likely that some of the members of the Council took up the game about this time, for a year later the ordinance was modified so that the prohibition was only in effect in tyme of sermons.'"

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Osaka:— Osaka Hotel
Shimonoseki:— San-yo Hotel
Shimoda:— Daitokwan Hotel
Tokyo:— Imperial Hotel, Tokyo Station Hotel, Tsukiji Seiyoken Hotel
Yokohama:— Grand Hotel

IN TAIWAN (FORMOSA)
Taihoku:—Taiwan Railway Hotel

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Keijo (Seoul):— Chosen Hotel
Fusan:— Fusan Station Hotel
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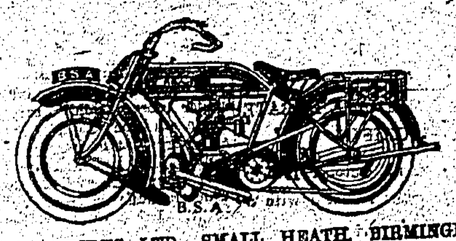

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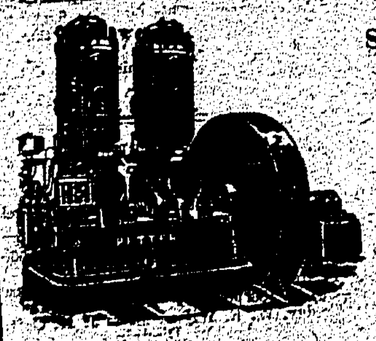

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BOMBAY & COLOMBO via Singapore.

JINSHO MARU ... Wednesday, 27th October

CALCUTTA & RANGOON via Singapore & Penang.

KOTSU MARU	Sunday,	24th October.
SHINSEI MARU	Thursday,	4th November

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 20th Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

INABA MARU	Friday,	22nd Oct., at 10 a.m.
BOMBAY MARU	Wednesday,	27th October.
KANO MARU	Friday,	29th Oct., at 11 a.m.

For further information apply to— **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

A GOOD INVESTMENT

is always sought after. Any expenditure, however, which promotes one's well being is a sound investment. Good health, undoubtedly, is one of the greatest assets a man or woman can possess for without it none can be at their best physically or mentally. Minus good health, the joy of life is dimmed. Beecham's Pills are a paying investment for all who desire to promote and maintain good health. It is wise to have recourse to this wonderful specific on the first signs of indisposition. When the stomach is disordered, when the appetite is poor, when the bowels are irregular, the liver sluggish or, you feel generally out of sorts you cannot do better than take a few doses of this world-famous medicine. You will certainly benefit. There are ample returns in health and satisfaction for all who invest in the remedy of

Beecham's Pills

Prepared only by THOMAS BEECHAM, St Helens, England.

Sold everywhere in boxes, price 5½d (56 pills) 1/1½d (56 pills) & 2/9 (168 pills).

116

QUAKER'S 125-YEAR-OLD PORT.

WHEN A FAMOUS BOTTLE WILL BE OPENED.

Some interesting exhibits were to be seen at the All Friends Conference which opened at Devonshire House, Bishopsgate. Friends went from all parts of the world to take part in the discussions.

A *Daily Chronicle* representative found a Jamaican Quaker, Mr. Hoffman, on the stairway, and in conversation he said they had about 1,100 British West Indian associates. While conversing with him Mr. Reginald Biswas, a turbaned Hindu Quaker, came along, and added the information that there are 1,200 Hindu Quakers. Friends from China and Japan were in earnest conversation with Friends from the Far West, Seattle, Nebraska, Australia, Switzerland, Syria and Hungary.

The Quaker relics interested everyone. There were specimens of the black, broad-brimmed hats of the old Quakers and the demure poke bonnets and caps of the girls. Many paused and looked at the green bombazine apron supposed to have belonged to Mary Fell, and some of the romance of Mary's life is to be found in an original love letter to her from Thomas Lower, who was secretary to George Fox.

"THY MOTHER'S SLIGHTS."

This love letter is very beautifully worded, written in fine handwriting, in which he speaks of his fervent love for her, but complains, "I could not but take notice of thy mother's slight of me." It was a romance with a happy ending for they were married afterwards.

In another case was a bottle of port wine about 125 years old, which was full, and still sealed with black wax. It was given to Friends imprisoned in the Fleet Prison, 1797, for non-payment of tithe. "At their request it is not to be opened until the Church of England is severed from the State by legislature." The request has been faithfully kept, and an examination of the bottle shows that the wine is like light sherry. At the bottom is a thick dark sediment.

A letter of John ap John, dated 1673, was shown. He was the first Welsh Quaker. Also the Americans were much interested in the M.S. of Fox recently put up for sale and priced at £2,000. The great liberation charter, containing the names of the 491 people released from prison by Charles II. in 1672 was on view. Others besides Quakers were pardoned and the roll contains the name of Johannes Bunnion (John Bunyan), author of Pilgrim's Progress.

NEW FRENCH PRESIDENT.

A PERSONAL SKETCH OF THE FRENCH PRESIDENT.

Mr. Hugh Muir writes in the *Daily Express*:—

Alexandre Millerand is what the French would call "un homme de valeur"—a man of value. The appellation is one which implies reliability rather than greatness.

The French Premier and Minister of Foreign Affairs is not a great man, despite his highly creditable political career. When you meet him, his benevolent exterior and paternal manner destroy any preconceived notions you may have formed of his superlative abilities, and in their place you get an impression of a man imbued with perfect sincerity, fervent patriotism, and a sense of fear that he will be unable to accomplish his fixed purpose.

He enlists your attention immediately you meet him. It is not that you feel his is a superior presence; it is simply that this stolid, plainly dressed, stockily built, and swarthy Frenchman, with his curiously straight, wide-brimmed felt hat and hands thrust into his front trousers pockets like a farmer, and a look of almost child-like faith in the dark eyes, veiled with pince-nez and shadowed by his bushy eyebrows, evokes your sympathy.

He is tenacious and always ready to sacrifice himself for a principle as he has already done in the past.

MAN OF MANY PARTS.

Alexandre Millerand is a Socialist whose views have been mellowed by time. Prince von Bulow is the authority for the statement that the Kaiser once said:—"Would that we had such Socialists here!"

He is in his sixty-first year, and during his busy political career has held nearly every portfolio in the Cabinet, his first being that of Minister of Commerce in the Waldeck-Rousseau Administration. He was Minister of War from 1915 till October, 1915, in the Viviani Cabinet, then held no office until he succeeded M. Clemenceau as President of the Council. He is a member of the Paris Bar, and shone as a journalist when collaborating with Clemenceau on "La Justice," and as editor of "La Petite République" and "La Lanterne." When he started a paper of his own, "La Voix," he was less successful, and the venture was short-lived.

He fought strenuously for a revision of the Dreyfus trial; he may be said to be the political father of military aviation, and he has proved an efficient strike-breaker. He handled the postal and railway strikes with masterly skill, and earned well-deserved admiration for his bold action in recently dissolving the French General Confederation of Labour as being a menace to the security of the State.

He is an excellent orator, but a better listener. When faced with a crisis in the Chamber he meticulously prepare his speech, and is able to deliver it with telling effect. This ability to rise on occasion to a feight of oratorial power has more than once enabled him to weather a storm and make port with the renewed confidence of Parliament.

The London Labour Chronicle states that there is a joke in circulation to the effect that on the note heading of the Russian Registrar of Marriages is printed:—"Workers of the World, Unite!" and on that of the department which deals with divorces, the inscription is:—"You have nothing to lose but your chains!"

NOTICES TO CONSIGNEES'

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

From KOBE & MOJI.

THE Steamship

"YATSHING"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 22nd Oct., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong October 16th, 1920. [1638

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.

From SCANDINAVIA.

THE Motorship

"PANAMA"

having arrived from the above ports on Oct. 19th, 1920, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by Oct. 26th, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on Oct. 25th, 1920, at 10 A.M.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us, in any case whatsoever.

Bills of Lading will be countersigned by

MESSRS. THORESEN & CO.,
Agents.

Hongkong, October 20th, 1920. [1650

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"LAERTES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 20th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 25th October will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 8th Nov., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 19th, 1920. [1648

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"TRUCER"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 20th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Oct. 26th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Nov. 9th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 19th, 1920. [1651

CHAPOTEAUT'S

MORRHUOL

Superior to Emulsions or Cod Liver oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules. Sold by all Chemists.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION

MANILA	"YUENSANG"	Fri.,	22nd Oct., 3 p.m.
TIENTSIN	"CHEONGSHING"	Tues.,	26th Oct., D'light.
SHANGHAI	"WINGSANG"	Tues.,	26th Oct., D'light.
SHANGHAI & TSINGTAU via SWATOW	"CHOYSANG"	Tues.,	26th Oct., D'light.
SINGAPORE & PENANG	"FOOSHING"	Tues.,	26th Oct., 5 p.m.
HAIPHONG via HOIHOW	"LOKSANG"	Thurs.,	28th Oct., 8 a.m.
KOBE	"NAMSANG"	Thurs.,	28th Oct., 3 p.m.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila, by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "FOOSHING" will be despatched on or about Oct., 26th, for SINGAPORE and PENANG.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS, and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS.

TELEPHONE No. 211.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"VOGTLAND"	26th Oct.
"GLENOGLE"	19th Nov.
"GLENSHANE"	28th Nov.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"PEMBROKESHIRE"	about 27th Oct.	GENOA & LONDON.
"GLENIFFER"	" 3rd Nov.	GENOA, LONDON & ROTTERDAM
"GLENSHANE"	29th Nov.	GENOA, LIVERPOOL, ANTWERP & ROTTERDAM.
"GLENOGLE"	Middle of Dec.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,

AGENTS: { The Glen Line, Ltd.: / The Royal Mail Steam Packet Co: / Owners of "Shire" Line.

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Cable Address: Kawakisen, Kobe. Bentley's, A.B.C. 5th Ed. and Scott's Codes.

Telephone: Sannomiya 2644, 2643

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y30,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUKATA.
Managing Director: Mr. MASAYA ANO.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management—

Twenty steamers of about 9,100 tons deadweight each
Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

122 No. 8, Bund, Kobe.

SHIPPING NEWS

ARRIVALS

October 20th.

Fo Kun, Chinese str., 357 tons, Capt. Gillan, from Amoy, with a general cargo.—King Fuk.

October 21st.

Alinga, British str., 2,114 tons, Capt. Tyler, from Freemantle, with a cargo of sandal-wood.—Namazee.

Benvenue, British str., 2,505 tons, Capt. McCorquodale, from Singapore, with a general cargo.—Gibb, Livingstone & Co.

Elbridge, American str., 5,486 tons, Capt. Brooks, from Shanghai, with a general cargo.—Admiral Line.

Hop Sang, British str., 1,198 tons, Capt. Ferguson, from Canton, with a general cargo.—J. M. & Co.

Hunan, British str., 1,143 tons, Capt. Byers, from Chefoo, with a general cargo.—B. & S.

Inaba Maru, Japanese str., 3,680 tons, Capt. Seno, from Singapore, with a general cargo.—N. Y. K.

Kashgar, British str., 5,538 tons, Capt. Smith, from Shanghai, with a general cargo.—M.M. & Co.

Kwai Wah, Chinese str., 402 tons, Capt. Kwok Kai, from Hoihow, with a general cargo.—Wai Hing.

Mattawa, British str., 3,058 tons, Capt. Lovegrove, from Singapore, with a general cargo.—C.P.O.S.

Monteagle, British str., 6,173 tons, Capt. Hosken, from Vancouver, with a general cargo.—C.P.O.S.

Nam Wan, Portuguese str., 270 tons, Capt. Conceico, from Macao, in ballast.—Tai Fung.

Nikko Maru, Japanese str., 3,076 tons, Capt. Kusano, from Nagasaki, with a general cargo.—N. Y. K.

Ralph Moller, British str., 1,026 tons, Capt. Wilkins, from Freemantle, with a cargo of sandal-wood.—Moller & Co.

Shun Cheong, Chinese str., 235 tons, Capt. Leung San Kong, from Kwong Chow Wan, with a general cargo.—Wai Yeo.

Tenshin Maru, Japanese str., 2,490 tons, Capt. Hideshima, from Singapore, with a general cargo.—N. Y. K.

Tenyo Maru, Japanese str., 13,398 tons, Capt. Maki, from San Francisco, which port she left on September 18th, *via* Japanese ports and Manila, with a general cargo.—T. K. K.

Toyen Maru, Japanese str., 2,175 tons, Capt. Meguro, from Sandakan, with a general cargo.—O.S.K.

CLEARANCES.

October 21st.

Changsha, for Singapore.
Eldridge, for Seattle.
Hydrangea, for Swatow.
Hunan, for Canton.
Inaba Maru, for Yokohama.
Kashgar, for London.
Laen Samud, for Bangkok.
Nikko Maru, for Melbourne.
Paco Figuras, for Vladivostock.
Tai Shun, for Shanghai.
Tenshin Maru, for Kobe.
Tewee, for Seattle.
Toyen Maru, for Osaka.
Wo Sun, for Kwong Chow Wan.

A REMARKABLE ACCIDENT.

When the Japanese steamer *Tamon Maru* was leaving Newcastle, Australia, on September 16th for Fremantle she had to pass close to the French barque *Admiral de Cornelius*, which was lying at anchor. The *Tamon Maru* struck one of the fukes of the large, old-fashioned anchor by which the French vessel was moored, and the anchor penetrated the ballast tank of the steamer and remained embedded. In order to clear the two vessels the anchor cable of the *Admiral de Cornelius* had to be cast off, and the *Tamon Maru*, with the anchor still embedded, and the cable attached to the anchor, was then taken to Stockport. It was expected to take several days to remove the anchor and repair the damage.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Tobo Maru* (Liverpool line) left Singapore for this port on Oct. 21st, and is expected here on Oct. 27th.

The N.Y.K. s.s. *Jinsho Maru* (Bombay line) left Kobe for this port *vid* Moji on October 20th, and is expected here on October 27th.

PASSENGERS.

ARRIVALS.

Per s.s. Monteagle, on October 21st:—Rev. B. D. and Mrs. Armstrong, Mr. O. D. Canseco, Mr. A. C. Conrad, Mr. Y. K. and Mrs. Dung, Mr. H. M. Daniel, Mrs. J. M. Figuiredo, Miss J. and C. Figuiredo, Miss E. and A. Figuiredo, Mr. S. K. and Mrs. Jones, Mr. R. Julian, Mr. R. A. Kroulen, Miss E. M. Lopes, Mr. E. Molino, Mr. W. E. Priestley, the Rev. M. H. Purcell, Mrs. M. B. Periera, Mr. W. H. Taylor, Mr. E. Gaynor, Mr. A. C. Bread, Mr. A. Botelho, Mr. J. E. Clare, Mr. W. Gore, Mr. H. Habuk, Mr. A. S. Hadkiar, Mr. M. R. Jeffries, Mr. T. Johnson, Mr. H. Munro, Mr. F. H. Mitchell, Mr. J. A. Prentice, Mrs. G. Remedios, and Mr. S. L. M. Salley.

Per s.s. *Tenyo Maru*, on October 21st:—Mr. and Mrs. J. G. Anderson, Mr. F. C. Allen, Mr. P. F. Alcobendas, Mr. L. B. Blockerby, Mr. G. L. Brennan, Mr. E. Bouril, Mr. L. F. Crowly, Mr. and Mrs. J. C. Changeux, Mrs. M. M. Carter, Mr. D. M. Carman, Mr. C. Dodds, Mr. J. D. Duggan, Miss P. Dancel, Mr. J. R. Darling Mr. H. W. Dean, Mr. and Mrs. D. A. Lias, Mr. J. H. Ezekiel, Mr. and Mrs. F. W. Engel, Mr. L. J. Griffin, Mr. R. W. Gregg, Mr. P. W. Giovonnini, Mr. C. J. Hemsworth, Mrs. W. L. Hillberg, Miss C. Hendry, Mr. A. Hirsh, Mr. P. Kahn, Mr. J. P. Lawrie, Mr. and Mrs. G. B. Levy, Mr. and Mrs. C. Lowry, Mr. G. Ludin, Mr. and Mrs. A. W. Marshall, Mr. H. V. McKoen, Father P. de Maria, Father F. R. Noval, Mr. E. Prevor, Father P. Prat, Mr. E. J. Pfleider, Mr. D. Querubin, Mr. N. G. Rogers, Miss C. Rogers, Mr. A. W. da Roza, Miss C. A. dos Remedios, Miss M. B. dos Remedios, Mr. and Mrs. C. G. Salsbury, Mr. A. W. Smith, Mr. W. Shedder, Mr. F. H. Stahl, Mr. and Mrs. A. M. Tynan, Father F. Villarrubia, Mr. C. H. Whitworth, Mr. F. J. Wevill, Mrs. V. Lee Welsh, Mr. and Mrs. C. F. Williamson, and Mrs. U. B. Woods.

DEPARTURES.

Per s.s. *Inaba Maru*, on October 21st:—Mr. and Mrs. Swann, Mr. Ogawa, Miss McPherson, Miss Jones, Mrs. Rawlins, Capt. Sprenger, Prof. and Mrs. Berliner, Mrs. Jackson, Mr. and Mrs. Booth, Miss MacDonald, Miss Carter, Miss Baxter, Miss Fox, Miss Dutton, Mrs. Kerr, Mrs. Meadows, Miss Cockram, Miss Thompson, Mr. Harrold, Mr. Kingswood, Mr. Nicoly Mr. and Mrs. Boyd, Mr. Marshall, and Mr. C. Wood.

Per s.s. *Nikko Maru*, on October 21st: Mr. and Mrs. Scrimshow, Miss M. Pearce, Miss L. Pearce, Mr. James Dee, Mr. E. M. Thomas, Mr. J. N. G. Gibbons, Mr. Pearce, Mr. and Mrs. Schmidt, Mr. P. O. Williamson, Rev. Mr. Richmond, Mr. and Mrs. M. Gomez, Mrs. I. Burns, Mr. and Mrs. Morrison, Mr. and Mrs. Loury, Mrs. McHugh, Mr. F. H. D. Vinney, Mr. L. Smith, Mr. and Mrs. A. D. Shortt, Mr. D. H. Anhaensser, Mrs. C. K. Gun, Mrs. E. P. Driggs, Mr. W. Palmer, Mr. P. O. Pickburn, Mr. P. Lauza, Mr. F. Whiddon, Mr. A. L. Ryan, Mrs. Cowline, Miss Shorney, Miss J. Bath, Miss W. H. Palmountin, Miss E. A. M. Kilsbey, Mr. G. Chance, Mr. J. Isaccoson, Mr. A. K. Ness, Mr. F. Galaney, Mr. L. Bana, Mr. L. Gines, Mr. A. C. Espina, Mr. P. Francisco, Mr. and Mrs. J. J. Delahunty, Rev. W. M. Z. Auster, Mr. H. M. Neagha, Mr. G. S. Anelda, Mr. V. S. Salmon, Mr. J. P. Villarica, Mr. L. G. Seng and Mrs. F. Sim Toco.

Per s.s. *Empress of Russia*, on October 21st:—Mr. David Atkins, Mr. and Mrs. J. T. Asquith, Mr. A. Abdoolrahim, Mr. and Mrs. W. L. Applegate, Mr. E. T. Bryne, Mr. and Mrs. Brooks, Mrs. J. J. Byrnes, Mr. A. H. Bishop, Miss E. K. Burnett, Mr. M. Benton, Mr. J. D. Bush, Rev. W. B. Charles, Mrs. F. Cores, Capt. and Mrs. W. E. Clark, Mr. A. D. David, Mr. O. Eager, Mr. F. S. Evans, Mrs. Fernandez, Miss M. Fernandez, Mr. F. Fernandez, Mr. M. Faital, Mr. S. Franco, Miss E. Gibbison, Father Edw. Garcia, Mr. F. W. Gaylor, Mr. E. T. Gibb, Mr. E. S. Glines, Mr. C. E. Guest, Mr. and Mrs. Henry George, Mrs. Anna M. Hargic, Mr. R. Henderson, Mr. Carl Hoss, jr., Miss B Hillberg, Mr. Hickman, Mr. Y. Ibolen, Mr. S. H. Jerrard, Mr. O. F. Johnstone, Mrs. Eva B. Kirk, Mr. C. R. Van Krimpan, Mr. K. Kawata, Mr. and Mrs. Lumbley, Mr. Roy E'Do. Lay, Mr. F. Marti, Mr. M. S. Myers, Miss E. L. Mack, Mr. and Mrs. R. B. Mauchan, Mr. and Mrs. C. B. McKay, Mrs. J. F. Macgregor, Mr. R. Nakamura, Mr. J. E. Owen, Mr. and Mrs. Chas Pryce, Mr. E. J. Piloider, Mr. John J. Russell, Mr. S. H. Ross, Mr. J. W. Robinson, Miss E. V. Ross, Mrs. N. Ritchie, Mr. H. A. Rasack, Mr. and Mrs. Geo. Robinson, Mrs. Mario L. Sawyer, Father N. Saona, Mr. B. Sykera, Mr. O. Suarez, Miss A. Steer, Mr. and Mrs. P. M. H. de Silva, Mr. and Mrs. S. K. Soth, Rev. R. E. Studley, Mr. A. M. de Souza, Mr. G. W. Sharp, Mr. C. L. Stanton, Mr. A. Trousard, Mr. J. M. Walton, Mr. John H. Wilson, Mr. C. F. Wolfrom, Mr. H. O. Young, Mr. Harry J. Young, Mr. Koji Yoshii, Mr. Wm. Yost, Mr. M. B. Zialrita, Mr. K. K. Koga, Mr. Y. Ono, Mr. Y. Matsuhara, and Mr. T. Perkin.

VESSELS EXPECTED.

Bombay Maru (Bombay line), due October 28th.
Eldena, due October 22nd.
Empress of Japan, due November 3rd.
Iyo Maru (European line), due November 14th.
Kamo Maru (European line), due October 28th.
Kotsu Maru (Calcutta line), due from Japan.
Kotsu Maru (Calcutta line), from Japan, due October 23rd.
Nellore, due October 22nd, about 6 p.m.
Sado Maru (European line), from Japan, due October 28th.
Seiyo Maru, due October 29th.
Tsuruga Maru (Hamburg line), due November 6th.

UNCLAIMED TELEGRAMS

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

Addresses	From
Seimaishio	Kobe
Gimmoh	Amoy
Kawasteel	Tokio
Morel Kahn, Hongkong Hotel	Kobe
Fookshuentoi	Amoy
George Robinson, Hongkong Hotel	Yokohama
Tack Cheung	Shanghai
Chowlaychee Yuenchong, West Queen Road	Shanghai
Yuloong	Shanghai
Sionghaphong	Amoy
Nyutaishung	Tokio
Carsan	Shanghai
Leejunchai, 71, Bridges	Amoy
Woo Yuen Pun	Shanghai
Yuensang	Kobe
Kwong Fat Cheong	Hankow
Kingfuckao	Kobe

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

Addresses	From
Mlouin	Bacine
H. F. Payne	Yunnan
Peorce, Horgkong Shanghai Bank	London
Overalreis	Melbourne
Secretary Comrades Great War Association	Bangkok
Stlukes	London
Zykwauk, Astor House	Shanghai

VESSELS ADVERTISED AS LOADING

Destination	Vessel's Name	Flag	For Freight Apply to	To be Despatched
BOSTON & NEW YORK via Panama Canal	Celtic Prince	Brit.	Shewan, Tomes & Co.	About 23rd inst.
NEW YORK & Boston via Suez Canal	Muncaster Castle	Brit.	Dodwell & Co., Ltd.	About 30th Nov.
NEW YORK via Suez	Montrose	Brit.	The Bank Line, Limited	On 15th Nov.
NEW YORK via Panama	Tydeus	Brit.	The Bank Line, Ltd.	On 24th Nov
SAN FRANCISCO via Shanghai & Japan, &c.	Tenyo Maru	Jap.	Toyo Kisen Kaisha	On 28th inst.
SAN FRANCISCO via Shanghai & Japan, &c.	Nanking	Am.	China Mail S.S. Co., Ltd.	On 31st inst.
SAN FRANCISCO via S'hai & Jap. Ports & H'lu.	Venezuela	Am.	Pacific Mail S.S. Co.	On 3rd Nov.
SAN FRANCISCO via Shanghai & Japan, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 6th Nov.
SAN FRANCISCO via Shanghai & Japan, &c.	Shinyo Maru	Jap	Toyo Kisen Kaisha	On 23rd Nov.
SEATTLE, Tacoma, Victoria, Vancouver &c.	West Ivan	Am.	Frank Waterhouse & Co.	About 30th inst.
SEATTLE & Victoria via J. Ports, Shanghai, &c	Toyama Maru	Jap.	Nippon Yusen Kaisha	On 15th Nov., at 11 A.M.
SEATTLE, Tacoma, Victoria & Vancouver	City of Spokane	Am.	The Admiral Line Pacific S.S. Co.	About 25th Nov.
VANCOUVER via Shanghai & Japan, &c.	Monteagle	Brit.	Canadian Pacific O. S. Ltd.	On 28th inst.
VANCOUVER via Shanghai & Japan, &c.	Empress of Japan	Brit.	Canadian Pacific O. S. Ltd.	On 6th Nov.
VICTORIA, Seattle & Vancouver	Teucer	Brit.	Butterfield & Swire	On 22nd inst.
VICTORIA & Vancouver, B.C., via Shanghai, &c.	Mattawa	Brit.	Canadian Pacific O. S. Ltd.	About 29th inst.
VICTORIA, Vancouver, Seattle & Tacoma	Hawaii Maru	Jap.	Osaka Shosen Kaisha	On 10th Nov.
MARSEILLES & London via Suez, Pang &c.	Kashgar	Brit.	P. & O.-B. L. & A. L.	About 22nd inst.
MARSEILLES, Havre & Liverpool	Idomeneus	Brit.	Butterfield & Swire	On 1st Nov.
MARSEILLES vis Haiphong, Saigon, Suez &c.	Porthus	Fren.	Messageries Maritimes	About 10th Nov.
LIVERPOOL & Marseilles via Singapore, Cbo &c.	Kamakura Maru	Jap.	Nippon Yusen Kaisha	End of Nov.
GENOA & London	Pembrokeshire	Brit.	Jardine, Matheson & Co., Ltd	About 27th inst.
GENOA, Glasgow & Liverpool	Peleus	Brit.	Butterfield & Swire	On 28th inst.
London, Amsterdam & Antwerp	Teiresias	Brit.	Butterfield & Swire	On 22nd inst.
LONDON & Antwerp via Singapore, Penang, &c.	Sado Maru	Jap.	Nippon Yusen Kaisha	On 29th inst., at 11 A.M.
LONDON, Antwerp & Rotterdam &c.	Andes Maru	Jap.	Osaka Shosen Kaisha	On 8th Nov.
LONDON	City of Naples	Brit	The Bank Line, Ltd.	On 15th Nov.
London, Rotterdam & Antwerp	Atreus	Brit.	Butterfield & Swire	On 16th Nov.
London, Amsterdam & Hamburg	Elpenor	Brit.	Butterfield & Swire	On 23rd Nov.
PORTLAND	Abercos	Am.	The Admiral Line Pacific S.S. Co.	About 31st inst
HAMBURG, London, Antwerp via Singapore &c.	Dakar Maru	Jap	Nippon Yusen Kaisha	On 19th Nov.
ROTTERDAM & Hamburg	Tjimanock	Jap.	Java-China-Japan-Lijn	On 25th inst.
BOMBAY via Straits & Colombo	Dilwara	Brit.	P. & O.-B. L. & A. L.	About 18th Nov.
BOMBAY & Colombo	Kasado Maru	Jap.	Osaka Shosen Kaisha	On 30th inst.
BOMBAY & Colombo via Singapore	Jinsho Maru	Jap.	Nippon Yusen Kaisha	On 27th inst.
SINGAPORE & Penang	Fooshing	Brit	Jardine, Matheson & Co., Ltd.	On 28th inst., at 2 P.M.
SINGAPORE, Penang, Cbo, Brindisi, Venice, &c.	Africa	Brit.	Dodwell & Co., Ltd.	About 7th Nov.
SINGAPORE, Penang & Belawan-Deli	Van Waerwyck	Dut.	Java-China-Japan-Lijn	
CALCUTTA via Straits & Rangoon	Takada	Brit.	P. & O.-B. L. & A. L.	About 10th Nov
CALCUTTA & Rangoon via Singapore & Penang	Kotsu Maru	Jap.	Nippon Yusen Kaisha	On 24th inst.
LOS Angeles, California, U.S.A.	Vinita	Am.	Los Angeles Pacific Nav. Co.	About 13th Nov.
AUSTRALIAN PORTS	Taiyuan	Brit.	Butterfield & Swire	On 23rd Inst., at 4 P.M.
AUSTRALIAN PORTS via Manila	Nikko Maru	Jap.	Nippon Yusen Kaisha	On 22nd inst., at 11 A.M.
AUSTRALIAN PORTS	Eastern	Brit.	P. & O.-B. L. & A. L.	About 29th inst.
AUSTRALIAN PORTS via Manila	Hwah Ping	Chi.	The China & Australia S.S. Co.	On 14th Nov.
AUSTRALIAN PORTS	Tacoma Maru	Jap	Osaka Shosen Kaisha	Beginning of Dec.
AUSTRALIAN PORTS	Seiyo Maru	Jap.	Toyo Kisen Kaisha	On 20th Nov.
BUENOS, Ayres, Rio De Janeiro, Santos, &c.	Namsang	Brit	Jardine, Matheson & Co., Ltd.	On 28th inst., at 3 P.M
Val Paraiso via Japan, Honolulu, San Fcisco &c	Borneo Maru	Brit	Dodwell & Co., Ltd.	About 30th inst.
KOBE	Havana Maru	Jap.	Osaka Shosen Kaisha	On 25th inst
JAPAN	Tango Maru	Jap	Nippon Yusen Kaisha	On 20th Nov., at 11 A.M.
JAPAN Ports	Cheongshing	Brit.	Jardine, Matheson & Co., Ltd.	On 28th inst., at D'light.
NAGASAKI, Kobe & Yokohama	Kuelchow	Brit.	Butterfield & Swire	On 26th inst., at Noon.
TIENTSIN	Inaba Maru	Jap	Nippon Yusen Kaisha	On 22nd inst., at 10 A.M.
WEIHAIWEI, Chefoo & Tientsin	Nellore	Brit	P. & O.-B. L. & A. L.	On 23rd inst., at Noon.
SHANGHAI, Kobe & Yokohama	Chenan	Brit.	Butterfield & Swire	On 23rd inst., at 4 P.M.
SHANGHAI & Japan	Cordillera	Fren.	Messageries Maritime	About 24th inst.
SHANGHAI & Tsingtao	Wingsang	Brit.	Jardine, Matheson & Co. Ltd.	On 26th inst., at D'light.
SHANGHAI, Kobe & Yokohama	Sinkiang	Brit.	Butterfield & Swire	On 28th inst., at Noon.
SHANGHAI	Tjifiwong	Jap.	Java-China-Japan Lijn	About 28th inst.
SHANGHAI	Persia	Brit.	Dodwell & Co., Ltd.	On 5th Nov.
SHANGHAI	Suiyang	Fren.	Butterfield & Swire	On 26th inst., at 4 P.M.
AMOY, Shanghai & Pukow	Haicbing	Amt.	Douglas Lapraik & Co.	On 22nd inst., at 12 Noon.
SWATOW, Amoy & Foochow	Haihong	Brit.	Douglas Lapraik & Co.	On 26th inst., at 12 Noon.
SWATOW, Amoy & Foochow	Luchow	Brit.	Butterfield & Swire	On 26th inst., at 10 A.M.
SWATOW & Bangkok	Loksang	Brit.	Jardine, Matheson & Co., Ltd	On 23rd inst., at 8 A.M.
HAIPHONG via Hoihow	Hailoong	Brit.	Douglas Lapraik & Co.	On 29th inst., at 12 Noon.
SWATOW, Amoy & Foochow	Kaifong	Brit	Butterfield & Swire	On 25th inst., at 10 A.M.
HOIHOW, Pakhoi & Haiphong	Kaijo Maru	Jap.	Osaka Shosen Kaisha	On 22nd inst.
KEELUNG via Swatow & Amoy	Soahu Maru	Jap.	Osaka Shosen Kaisha	On 28th inst.
TAKAO via Swatow & Amoy	Yuensang	Brit.	Jardine, Matheson & Co., Ltd	On 22nd inst., at 3 P.M.
MANILA	Shisen Maru	Jap.	Osaka Shosen Kaisha	On 1st Nov.
SAIGON, Bangkok & Singapore	Tjibodas	Dut.	Java-China-Japan Lijn	About 22nd inst.
JAVA	Hakuto Maru	Brit.	Dowell & Co., Ltd.	About 28th Nov.
JAVA				

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTHNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will Leave On or about	For
TJIBODAS	AMOY		22nd Oct.	JAVA
TJIPANAS	JAVA	23rd Oct.	27th Oct.	SHANGHAI via SWATOW
TJILIWONG	JAVA	24th Oct.	28th Oct.	SAIGON
TJISALAK	JAVA	28th Oct.	3rd Nov.	JAPAN

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

York Building First Floor. Telephone No. 1574.

HOLLAND-EAST ASIATIC SERVICE

Regular monthly service between

JAPAN PORTS, SHANGHAI HONGKONG AND MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN.

Sailings subject to alterations.

	Loading	For	Sailing on or about
"TJIMANOEK"	October	ROTTERDAM & HAMBURG	25th Oct.
"KANGEAN"	November	AMSTERDAM & HAMBURG	22nd Oct.
"ALCHIBA"	December	ROTTERDAM & HAMBURG	20th Dec.
"BORNEO"	January	AMSTERDAM & HAMBURG	21st Jan.

For full particulars please apply to—

JAVA-CHINA-JAPAN LYN,
General Agents,
York Building.

Tel. No. 154.

FOR BOSTON & OR NEW YORK

PRINCE LINE FAR EAST SERVICE.

For BOSTON & NEW YORK

CELTIC PRINCE — via Panama Canal on or about 23rd Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners option

For freight and further particulars, apply to—

SHEWAN TOMES & CO.,
Agents. 1111

CANADIAN PACIFIC OCEAN SERVICES, LTD.

FOR VICTORIA AND VANCOUVER, B.C. VIA SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S.S. "MATTAWA"

WILL BE DESPATCHED FROM HONGKONG ON OR ABOUT THE 29TH OCTOBER.

Through Bills of Lading issued to Canadian and U.S. Overland points.

For space and further particulars, apply to:—

P. A. COX,
Acting General Agent,
C.P.O.S. Ltd.

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C P O S

SAILINGS

HONGKONG to VANCOUVER

via Shanghai, Nagasaki (Moji) Kobe & Yokohama

Steamers	From Hongkong	Due Vancouver
* MONTEAGLE	Oct. 26	Nov. 19
EMPRESS OF JAPAN	Nov. 9	Nov. 30
EMPRESS OF ASIA	Nov. 18	Dec. 6
EMPRESS OF RUSSIA	Dec. 16	Jan. 3
* MONTEAGLE	Dec. 31	Jan. 24
EMPRESS OF ASIA	Jan. 13	Jan. 31
EMPRESS OF JAPAN	Jan. 19	Feb. 9
EMPRESS OF RUSSIA	Feb. 10	Feb. 28
EMPRESS OF JAPAN	Mar. 15	Apr. 5
EMPRESS OF ASIA	Mar. 31	Apr. 18
* MONTEAGLE	Apr. 7	May 1

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Trans-Pacific conditions for the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Prepaid railway tickets from Montreal to Liverpool, London & Glasgow. Passage orders covering all such reservations will be issued here.

For Fares and other information please apply to

HONGKONG OFFICE.

Telephone 712. Cable address: CACANPAC

CANADIAN PACIFIC OCEAN SERVICES.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN SS. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL SS. CO., LTD.)

Sailings from Hongkong.

"TYDEUS"	via Panama	24th Nov.
* "CITY OF AGRA"	via Suez	3rd Dec.
* "ROMEO"	via Suez	20th Dec.

* calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, HONGKONG AND CANTON. THE BANK LINE, LTD., HONGKONG. REISS & CO., CANTON.

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CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"HWAH PING" November 14th.
"VICTORIA" December 5th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.
Agents,
118, Connaught Road Central.

437

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

s.s. "MONTROSE" ... ... 15th Nov.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

LONDON ... ... "CITY OF NAPLES" ... 15th Nov.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
or to Ross & Co., Cardiff. General Agents.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW and SINGAPORE	"CHANGCHOW" ...	On 22nd Oct. 10 A.M.
SHANGHAI & TSINGTAO	"CHENAN"	On 23rd Oct. 4 P.M.
HOIHOW, PAKHOI & HAIPHONG	"KAIFONG"	On 25th Oct. 10 A.M.
SWATOW and BANGKOK	"LUCHOW"	On 26th Oct. 10 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN ...	"KUKICHOW" ...	On 26th Oct. Noon.
AMOY, SHANGHAI & FUKOW...	"SUIYANG"	On 28th Oct. 4 P.M.
SHANGHAI	"SINKIANG"	On 29th Oct. Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

SWATOW-BANGKOK LINE—Weekly service to and from Bangkok via Swatow

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 13 Days).

"HAICHING"	Capt. A. H. Stewart	FRIDAY,	22nd Oct. at 12 Noon.
"HAIHONG"	Capt. W. G. Fenmore	TUESDAY,	26th Oct. at 12 Noon.
"HAILOONG"	Capt. J. R. Thomson	FRIDAY,	29th Oct. at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA U.S.A.

Due Inwards	About	Sailing	About
S.S. VINITA	Nov 10th.	S.S. VINITA	Nov 12th.
S.S. WEST HIKA ...	Nov. 30th.	S.S. WEST HIKA ...	Dec. 2nd.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en route Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads

Head Office:—Los Angeles, Calf. Hongkong Office:—Prince Building, Chater Rd.
Branch Offices:—Kobe, Shanghai, Manila, Singapore. Tel. No. 1052.

CHAS. R. RICHARDSON
General Agent for South China

4351

P. & O. — BRITISH INDIA. APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KASHGAR"	6,900	22nd Oct.	Marseilles, London & Antwerp
"NOVARA"	6,900	12th Nov.	Marseilles, London & Antwerp
"DILWARA"	5,400	15th Nov.	Singapore, Colombo & Bombay
"NELLORE"	6,553	26th Nov.	Marseilles, London & Antwerp
"SOMALI"	6,712	10th Dec.	do.
"DEVANHA"	8,100	17th Dec.	do.
"SICILIA"	6,702	31st Dec.	do.
"PLASSY"	7,346	21st Jan. 1921	do.

BRITISH INDIA & APCAR SAILINGS (South)

"TAKADA"	7,000	10th Nov.	Calcutta via S'pore, P'ang & R

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	29th Oct.	Sandakan, Thursday Island,
"KANOWNA"	7,500	30th Nov.	Cairns, Townsville, Brisbane,
"ST. ALBANS"	4,500	22nd Dec.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"NELLORE"	6,900	23rd Oct. Noon.	Shanghai, Kobe & Yokohama.
"TAKADA"	7,000	26th Oct.	Shanghai & Japan.
"JAPAN"	6,900	2nd Nov.	Shanghai & Japan.
"DILWARA"	5,400	3rd Nov.	Shanghai Only
"SOMALI"	6,700	4th Nov	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable with Messageries Maritimes.

1st Saloon Passengers may travel by H.I.R.N. Company's steamers between Singapore and Calcutta or Colombo and Madras in lieu of the section of their P. & O. Ticket Singapore to Colombo.

All Ships are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 6ft. x 2ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gonsard & Donegan at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. 1

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"ANDES MARU" ... ... Monday, 8th Nov

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN VIA SINGAPORE.
"TACOMA MARU" ... ... Beginning of Dec.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
* "KASADO MARU" ... ... Saturday, 30th Oct.
"SIAM MARU" ... ... Thursday, 18th Nov.
* (Taking Passengers).

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.
"SHINE MARU" ... ... Monday, 1st Nov.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA via Manila and Shanghai—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"HAWAII MARU" ... ... Wednesday, 10th Nov.
"AFRICA MARU" ... ... Friday, 26th Nov.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama, and Cuban Ports.
"HAGUE MARU" ... ... Saturday, 13th Nov.

NEW ORLEANS LINE.
"SUMATRA MARU" ... ... Beginning of Dec.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
* "HAVANA MARU" ... ... Monday, 25th Oct.
* Omits Yokkaichi. Call Shanghai.

KEELUNG VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"KAIJO MARU" ... ... Friday, 22nd Oct.

TAKAO VIA SWATOW & AMOY.
"SOSHU MARU" ... ... Thursday, 28th Oct

For sailing dates and further particulars please apply to—

Y. YASAUDA, Manager,
Tel. Nos. 744 & 745. No. 1, Queen's Building. [31

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	16th Oct.	23rd Oct. 4 P.M.

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [421

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	22,000	...Oct. 29th.
SHINYO MARU	22,000	...Nov. 22nd.
PERSIA MARU	9,000	...Dec. 2nd.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG.
SHIYO MARU	14,000	Nov. 20th.
TOKUYO MARU (Cargo only)	———	Dec. 9th.
KIYO MARU	17,200	Jan. 6th, 1921.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
Messrs. T. R. GRIFFITH, LTD. [24

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Date
SHANGHAI, KOBE & YOKOHAMA	"CORDILLERE" ... — ...	On or abo ut 14th Oct
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	* "PORTHOS" ... 10,000 —	On or about 10th Nov

* calling at Haiphong.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

TELEPHONE 740.

THE ADMIRAL LINE

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER

(Calling at Shanghai and Kobe).

"ELDRIDGE" ... ... About Oct. 31st.
"CITY OF SPOKANE ... ... About Nov. 25th.

For PORTLAND direct.

(Calling at Kobe and Yokohama).

"ABERCOS ... ... About Oct. 31st.

For SEATTLE.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478. Fifth Floor, Hongkong Mansions.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" ... ... Nov. 3rd, 1920.

U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO.

SHANGHAI-HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana Cuba, and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.
Hotel Mansions.
Cable Address "SOLANO"

Telephone 141

POST OFFICE NOTICE

INWARD MAILS.

From —	Per	Due
Shanghai	*Suiyang*	22nd Oct.
Straits	*Nellore*	23rd Oct.
Japan	*Kotan Maru* ...	23rd Oct.
Straits and Calcutta	*Bombay Maru* ...	26th Oct.
Japan	*Jinsho Maru* ...	27th Oct
Straits	*Toba Maru*	27th Oct.
Japan and Shanghai	*Sado Maru* ...	28th Oct.
Straits	*Kamo Maru*	28th Oct. *

OUTWARD MAILS.

For	Per	Date
*Swatow and Straits	*Changchow* ...	Friday, 22nd, 9.00 A M
Fort Bayard	*Wu Sue* .	Friday, 22nd 9.00 A M
Shanghai, N. China, and Japan via Kobe ...	*Inaba Maru*	Friday, 22nd, 9.00 A M
Philippine Islands, Australia and New Zealand, via Thursday Island ...	*Nikko Maru*	Friday, 22nd Registration ... 8.45 A M Letters ... 9.30 A M
Java and Port Moresby via Batavia... ...	*Tilbedas* ...	Friday, 22nd, 11.00 A M
*Swatow, *Amoy and Keelung	*Kuijo Maru* ..	Friday, 22nd, 11.00 A M
Swatow, Amoy, and Foochow	*Haiching* ...	Friday, 22nd, 11.00 A M
Shanghai, N. China, Japan via Kobe, Canada, United States, Central and South America, and *EUROPE via VICTORIA	*Teucer* ...	Friday, 22nd Registration ... 1.15 A M Letters ... 2.00 P M
Philippine Islands, Straits, Bangkok, Ceylon, Mauritius, L. Marquis, S. Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ	*Yuensang* ... ... *Teiresias*	Friday, 22nd, 2.00 P M Friday, 22nd, Registration ... 1.45 P M Letters ... ... 2.30 P M

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(Direct).

"TEIRESIAS"	22nd Oct.	London, Amsterdam & Antwerp.
"ATREUS"	16th Nov.	London, Rotterdam & Antwerp.
"ELPENOR"	23rd Nov.	London, Amsterdam & Hamburg.
"AGAPENOR"	1st Dec.	London, Amsterdam & Antwerp.
"THESEUS"	7th Dec.	London, Amsterdam & Hamburg.

LIVERPOOL SERVICE
(Direct or via Continental Ports).

"PELEUS"	28th Oct.	Genoa, Liverpool & Glasgow.
"IDOMENEUS"	1st Nov.	Marseilles, Havre & Liverpool.
"TELAMON"	2nd Nov.	Liverpool
"ANTILOCHUS"	15th Nov.	Genoa, Ms'lles, L'pool, & Glasgow.

PACIFIC SERVICE
(via Kobe and Yokohama).

"TEUCER"	22nd Oct.	Victoria, Seattle & Vancouver.
"IXION"	16th Nov.	
"TALTHYBIUS"	7th Dec.	

NEW YORK SERVICE
(via Suez or Panama).

"TYDEUS"	24th Nov.	via Panama.

HOMEWARD PASSENGER SERVICE

"TEIRESIAS"	22nd Oct.	for London direct.
"IDOMENEUS"	1st Nov.	for Liverpool via Marseilles.
"PYRRHUS"	21st Dec.	for London direct.
"ALCINOUS"	28th Dec.	for Liverpool via Marseilles.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE, AGENTS.

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CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING"	"CHINA"	"NILE"
15,000 tons	10,200 tons	11,000 tons

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING"	"CHINA"	"NILE"
Oct. 31st.	Dec. 4th,	Nov. 6th.

An unsurpassed high-class passenger service.

C. T. SURRIDGE, Acting Freight and Passenger Agent, Prince's Buildings, Ice House Street.

Telephone, Passenger Dept. 1934. Telephone, Freight Dept. and Agent 2161.

ASIA BANKING CORPORATION

(AN AMERICAN BANK).

Capital $4,000,000
Surplus $1,100,000

Head Office: NEW YORK, U.S.A.

Branches:

SHANGHAI	TIENTSIN	MANILA
HANKOW	CANTON	CHANGSHA
	PEKING	

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

N. E. MULLEN, Acting Manager.

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COMMERCIAL.

OPENING QUOTATIONS.

October 21st.

On London.—	
Telegraphic Transfer	3/10⅛
Bank Bills, on demand	3/10⅛
Bank Bills, at 30 days sight	3/10⅛
Bank Bills, at 4 months' sight	3/11⅛
Credits, at 4 months' sight	4/-⅛
Documentary Bills, 4 months' sight	4/1⅛
On Paris.	
Bank Bills, on demand	—
Credits, 4 months' sight	1090
On New York.—	
Bank Bills on demand	nom.
Credits, at 60 days' sight	69⅛
On Bombay.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
On Calcutta.—	
Telegraphic Transfer	nom
Bank Bills, on demand	nom.
On Shanghai.—	
Bank bills, at sight	nom
Private, 30 days' sight	nom.
On Yokohama.—On demand	131⅛
On Manila.—On demand—Pesos	144 n.
On Singapore.—On demand	167⅛
On Batavia.—On demand	213
On Haiphong.—On demand	nom
On Saigon.—On demand	nom.
On Bangkok.—On demand	54⅛
Sovereigns, Bank's Buying rate	$ 5.05 n.
Gold Leaf 100 fine, per tael	$38.30
Bar Silver per oz	51⅛d.

	Per cent.	
Hongkong ...20 cents piece ...	$0.00	Premium
Hongkong 10 " ...	0.02	"
Canton ...20 " ...	13.20	Discount.
Canton ...10 " ...	0.00	"

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds—
Sterling £1,500,000
Silver $23,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
Hon. Mr. E. V. D. Page—Chairman.
A. H. Compton, Esq.—Deputy Chairman.
G. M. Dodwell, Esq. | Hon. Mr. J. Johnson
G. T. M. Edkins, Esq. | A. O. Lang, Esq.
A. S. Gubbay, Esq. | W. L. Pattenden, Esq
Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. Starb, Esq.

Acting Manager:
Shanghai—G. H. Scott, Esq.

London Bankers:
LONDON COUNTY WESTMINSTER AND PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STARB, Chief Manager.

Hongkong, May 18th, 1920. 3

THE BANK OF TAIWAN LIMITED
(Taiwan Ginko).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 45,000,000
Reserve Funds	" 9,680,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tookyo, Yokohama, Kobe, Osaka Moji.
FORMOSA—Giran, Kagi, Kareuko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANERS:
London, County, Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager.

Hongkong Branch,
2, Des Voeux Road, Central,
Hongkong, September 1st, 1920. [43

THE MERCANTILE BANK OF INDIA, LIMITED

Head Office: 15, Gracechurch St., London, E.C. 3.

Authorised Capital ...	£2,000,000
Subscribed Capital ...	£1,800,000
Paid-up Capital	£1,060,000
Reserve Fund	£1,060,000

Bankers:
The Bank of England.
The London Joint City & Midland Bank, Ltd.

Branches:
Bombay Hongkong Kuala Lumpur Rangoon
Calcutta Howrah Madras Shanghai
Colombo Kandy New York Singapore
Delhi Karachi Penang
Galle Kota Bharu Port Louis (Mauritius).

Hongkong Branch:
Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON, Acting Manager.

7 Queen's Road Central,
Hongkong June 30th, 1920 [44

"Embassy"

Virginia Cigarettes

Finest Quality

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

BANQUE DE L'INDO-CHINE
(French Bank).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital ...	Frs. 72,000,000.00
Paid up Capital	Frs. 68,400,000.00
Reserve Funds	Frs. 68,567,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

Bankers
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE, Manager.

Hongkong, August 2nd, 1919. [76

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

Authorised Capital ...	F. 250,000,000
Subscribed Capital ...	F. 150,000,000
Paid Up	F. 75,000,000
Reserve Funds	F. 30,000,000
Subscribed by the Government of the Chinese Republic	F. 50,000,000
Chairman of the Board of Directors ...	André Berthelot
General Manager ...	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp
Bordeaux	Tsinanfu	Pnom-Penh
Dunkerque,	Batavia	

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In SAN FRANCISCO: Crocker National Bank.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. MONTARGIS, Manager.

Hongkong, October 15th, 1920.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital	£2,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors ...	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT, Manager.

Hongkong, March 27th, 1920. [52

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG
Established 1919.

PAID-UP CAPITAL	$2,000,000.00
RESERVE FUND	200,000.00

DIRECTORS:
Mr. Pong Wai Ting, Chairman.
Mr. Chow Shou Son. | Mr. Kan Ying Po.
Mr. Li Koon Chun. | Mr. Mok Ching Kong.
Mr. Fung Ping Shan. | Mr. Wong Yun Tong.
Mr. P. K. Kwok. | Mr. Chan Ching Shek.
Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po.
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES—

LONDON	NEW YORK
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3% per annum
For 6 months at the rate of 4% per annum
For 12 months at the rate of 5% per annum

KAN TONG PO, Chief Manager.

Hongkong, October 1st, 1920. [109

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY, Manager.

Hongkong, July 7th, 1919. 89

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong and Shanghai Banking Corporation.
N. J. STARB, Chief Manager.

Hongkong, November 2nd, 1919. 9

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:
Sir George's Buildings, Hongkong.

Chairman of Board of Directors
Mr. WONG SHIU HAM.

Chief Manager..... Mr. L. S. Holum.
Asst. Manager..... Mr. K. T. Wong.

Foreign exchange and general banking business transacted. Current, Savings, and Fixed Deposits bear interests at rates of 2% 4% and 5% respectively.

L. S. HOLUM, Chief Manager.

Hongkong, 2nd October, 1920. [171

THE BANK OF CHINA
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.

Authorized Capital	...	$60,000,000.00
Paid-up Capital	...	12,379,800.00
Reserve Funds	...	3,197,400.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central, Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—
For 3 months ... 3% per annum.
For 6 months ... 4% per annum.
For 12 months ... 5% per annum.

TSUYEE PEI Manager.

Hongkong, February 6th, 1920. 8

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND 3/6.
DE LACLAUZADE & Co., Manufacturers, 24, W. 1, London
THE TRADE MARKED WORD "THERAPION" IS ON GOVT. OFFICIAL SECRET LETTERS TO GENUINE PACKETS

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